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Navy News

The Newspaper of The Royal Navy and The Royal Naval Association

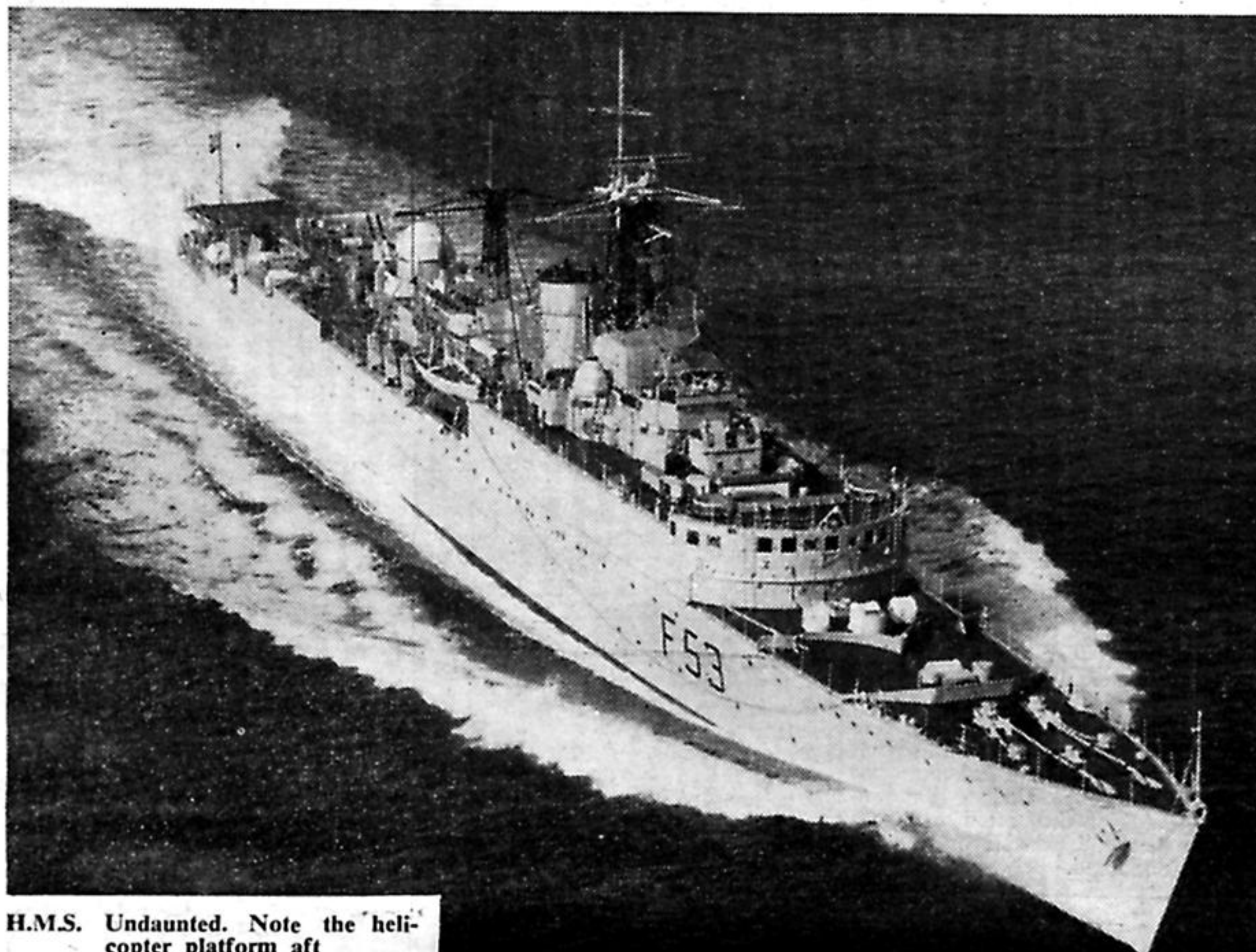
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No. 71 MAY, 1960

Published first Thursday of the month

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H.M.S. UNDAUNTED RECOMMISSIONED



H.M.S. Undaunted. Note the helicopter platform aft

Invasion Day memories MASTER ANTI-SUBMARINE SHIP AT LONDONDERRY

H.M.S. Undaunted, commissioned for further service in the Home Fleet on April 12, under the command of Capt. D. H. Mason, R.N.

The first mention of Undaunted appeared in the Navy List in 1794, when the *Bienvenue* was taken from the French off Martinique. The vessel was renamed H.M.S. Undaunted on account of the gallant service rendered by a Capt. Faulkner in effecting her capture. The ship did not remain in the Royal Navy for long and she was sold in 1795. But the name *Bienvenue* still remains as the ship's motto.

The present H.M.S. Undaunted was built as a "U" class destroyer by Cammell Laird and launched in July, 1943. She was completed by March the next and sailed to form part of the Home Fleet, taking a prominent part in the "D" Day operations when she took General Eisenhower and Admiral Ramsay off a grounded warship and on a tour along the Normandy beaches. General Eisenhower's personal standard is still retained on board as a memento of this occasion. In November, 1944, H.M.S. Undaunted sailed to join the British Pacific Fleet, where she remained until the end of the war. She saw active service during the American advance up the Pacific Islands and she took part in the operations off Okinawa and Leyte. In March, 1946, she returned home to Devonport and was paid off into Reserve.

In 1952, H.M.S. Undaunted was taken to Cowes in the Isle of Wight and was completely transformed by Samuel White and Co., from a destroyer to a modern Type 15 Anti-submarine Frigate. Her guns and torpedo tubes were removed and replaced by the most up-to-date Anti-submarine weapons. Most of the internal arrangements were radically altered to make way for new submarine detection devices and now little of the old H.M.S. Undaunted remains, except the hull and main propulsion machinery.

H.M.S. Undaunted's conversion was completed in July, 1954. Until 1958 she was employed on trials of A/S Equipment whilst based at Portland with the Second Training Squadron, as well as taking part in several big Fleet exercises.

In December, 1957, H.M.S. Undaunted's connection with President Eisenhower was renewed when, at very short notice and in heavy weather, the ship was ordered to sea to patrol part of the route over which the President was flying on his way to the Paris Conference. As an expression of thanks, President Eisenhower presented an autographed photograph of himself to the ship. The photograph was formally handed over by the American Naval Attaché to Britain, Rear-Admiral Robert W. Cavanagh, U.S.N., at Portsmouth on October 17, 1958.

H.M.S. Undaunted joined the Sixth Frigate Squadron in March, 1958, with which Squadron she remained for two years, completing a Mediterranean/ Home General Service Commission during that time.

The "Wasp" helicopter underwent flying trials from the ship in November and December, 1959.

After a work-up at Portland Undaunted will assume the role of Master Anti-submarine Ship at Londonderry. The purpose of this is to provide a modern Anti-submarine vessel permanently in the area which will control the exercises taking place there, and which will act as a demonstration ship for courses visiting the Joint Anti-Submarine School.

The Fleet Tug H.M.S. Brigand, laid down in 1937, and which has spent many of its 22 years' service in the Mediterranean, has now finally paid off and is to be sold.

CHATHAM BARRACKS NOT TO BE HANDED OVER

Smaller area and different functions

THE news that the Royal Naval Barracks at Chatham are not now to be handed over to the Army has been received by Naval personnel everywhere with delight and relief. Not least pleased are those serving afloat and likely to have their ships refitted in Chatham Dockyard which is, of course, remaining open for business as usual.

The Nore Command will cease to exist as such on March 31, 1961. There will be a small ceremony when, at sunset, the Commander-in-Chief's flag will be hauled down and the Commodore's broad pendant will be struck. The present captain of the Royal Naval Supply School, Capt. H. S. Spittle, Royal Navy, is expected to relieve Commodore L. W. L. Argles, D.S.C., and assume command of the new H.M.S. Pembroke.

The buildings in the main part of the present barracks will house the R.N.S.S. and, in addition, will provide accommodation for ratings of ships refitting in the Dockyard. All the accommodation blocks (except Duncan) will be in use. The area north of Terrace Road, except the R.N. Central School of Cookery, the Guardhouse, Wardroom North (the old Warrant Officers' Mess), the gymnasium and the swimming bath, is to be taken over by the Dockyard.

The old Gunnery School, which is now the Supply School, is being retained and the Commodore's house will become the new residence of the Captain of the Supply School.

The W.R.N.S. are expected to move out of East Camp into another part of the barracks, and East Camp and St. Mary's (but not the married quarters there) will be put up by the Commander-in-Chief for disposal. Collingwood, or a large part of it, is to become a school for the Dockyard Apprentices.

So although the functions will be different and the area covered smaller, H.M.S. Pembroke will go on and in many ways will look much the same as it does now.

ABLE SEAMAN AWARDED TESTIMONIAL

FOR assisting to save a man from drowning in the sea at Newhaven on August 16, 1959, and afterwards restoring the man to consciousness by applying artificial respiration, A.B. Rodney R. Greenland, P/J. 959075, who was, at the time serving in H.M.S. Camperdown and is now serving in H.M.S. Dolphin, has been awarded a Testimonial on Parchment with Resuscitation Certificate.

In a strong westerly wind and in a rough sea with four foot swell, A.B. Greenland swam 60 yards to Mr. John Freeman who had disappeared whilst diving with aqua-lung equipment.

With the assistance of Mr. C. J. King, Mr. R. C. King and Mr. K. G. Barber, A.B. Greenland saved the unconscious man. Greenland applied Holger-Neilsen artificial respiration and the man recovered in 30 minutes.

Never a Dull Day

WHEN H.M.S. Centaur was commissioned at Plymouth on September 3, 1958, her commanding officer, Captain H. R. Law, O.B.E., D.S.C., Royal Navy, forecast that there would never be a dull day during the commission.

Since that day the ship, which steamed 80,916 miles before the end of the foreign leg of the commission, has visited many places, experiencing the heat of the Persian Gulf, the pleasures of Japan, the hospitality of the Australians and taken part in exercises in the Mediterranean, the Indian Ocean and the Far East and few, if any, of the days can have been dull.

The carrier returned to Plymouth on April 26, almost exactly a year after leaving for the foreign leg of the commission.

DIAMOND JUBILEE

THE United States Navy celebrated the diamond jubilee of its submarine force on April 11. The following signal to Commandant was sent by the Flag Officer Submarines, Fort Blockhouse:

"On the occasion of the diamond jubilee of the Submarine Force of the United States Navy, I extend to you, on behalf of the officers and men of the Submarine Branch of the Royal Navy, an expression of our warmest admiration for your magnificent achievements during the past 60 years and our sincere best wishes for the future."

ROYAL VICTORIA YARD, DEPTFORD—REDUCTION

FOR over 200 years the Royal Victoria Yard, Deptford, has been the main Admiralty victualling and store depot but, by June, 1961, the major functions of the yard will have been transferred elsewhere.

A recent Admiralty investigation into the task of the yard showed that some economy could be effected by the transfer of functions and the disposal of land and buildings vacated.

Only a very small portion of the yard acreage will be retained by the Admiralty.

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Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth,
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

IT would appear that the result of the Geneva Conference on the Law of the Sea was complete failure.

Pending the outcome of the conference, British trawlers have not been fishing in the water off Iceland in which, since 1958, they have been fishing under naval protection.

Asked if the Navy would protect British trawlers if it was decided to fish within the 12 miles limit claimed by Iceland, Mr. Hare, the British Minister of Agriculture, replied "We accept the three mile limit. Whether the Government will give protection to trawlers is a matter for the Government to decide."

A spokesman of the Trawler Officers' Guild has said that it was hoped to renew fishing up to Iceland's four miles limit "under the protection of the Royal Navy."

Where do we go from here?

Great Britain appreciates Iceland's peculiar problem and is willing to come to a private arrangement with her but unfortunately Iceland appears to give no consideration whatsoever to Britain's problem of producing fish for the country's fifty-odd millions or to the livelihood of Britain's trawlermen whom, for a century, have been fishing the water off Iceland.

In other words Iceland is saying "We are all right, Jack, to . . . with you."

How long can the Royal Navy continue to "protect" her fishermen on what is considered by Britain, to be the high seas?

The sooner it is realised by Iceland—and for that matter any country—that Great Britain wishes to live in amity with all countries and yet will continue to maintain the inhabitants of these islands, the sooner will this miserable business be over.

Can the rulers of any country really imagine that if a new fishing ground was found to exist three or four miles off Great Yarmouth we would—unilaterally—preclude other countries from fishing there? That's not the British way.

Unless the laws of the sea are altered Britain has a right to fish what has always been considered the high seas, and so long as the people of these islands eat fish, that right should be maintained.

Such action could mean hardship for the Royal Navy, but our men have shown for centuries that they do not flinch from hardships, and the sea training and experience could prove of great value.

Will Britain have Polaris-Missiled Submarine?

DURING a recent debate in Parliament on the dropping of the Blue Streak nuclear missile, Mr. Watkinson, Minister of Defence, informed the House that he had asked the Admiralty to make an urgent study of the requirements for a British-built submarine capable of carrying the Polaris-type missile.

Nuclear-powered submarines of the kind produced in America and each carrying 16 missiles would cost £20 million and as it is estimated that ten or twelve such submarines would be required the total cost of submarines and missiles would be about £500,000,000.

This enormous sum could be appreciably reduced if conventionally powered submarines—such as larger versions of the Porpoise class—could be built to carry—say four—of the missiles.

Mr. Watkinson did not refer to the type of propulsion and it is fair to say that the Admiralty is bound to consider, firstly, whether Polaris missiles could be carried by and fired from non-nuclear powered submarines and secondly, whether the building of submarines to carry only four Polaris is a worth-while proposition.

As it must be expected that the study by the Admiralty will take two or three years, it is unlikely that Britain will have her own Polaris-missiled submarine before the end of this decade.

SWIFT RESPONSE TO RADIO APPEAL

WHILE passing through the Hormuz Strait at the Eastern end of the Persian Gulf, H.M.S. Loch Lomond (Cdr. C. B. Armstrong, R.N.) received a distress call from the Shell Tanker Volvatella. The master radioed that a fireman was in considerable pain and the Loch Lomond, which was 20 miles away, closed at full speed and was on the spot in 30 minutes.

The Loch Lomond's medical officer, Surg. Lieut. J. B. Gornall, R.N., was sent across to attend to the sick man—a Chinese. He gave emergency treatment and afterwards the Master, Capt. Moss, who comes from Sandown, Isle of Wight, expressed his thanks for Loch Lomond's prompt assistance.

ROYAL NAVY SUBMARINERS IN CANADA

Founder members together again after four years

THE Sixth Submarine Squadron was established in 1955 to provide submarine services for the Royal Canadian Navy.

The first three submarines were Astute, Alderney and Ambush. Four years later the same boats were back in Canadian waters, but presenting a rather different appearance as they had all been modernised.

The depot ship—H.M.S. Ambrose—is a stone frigate in the Canadian Naval Dockyard at Halifax. This dockyard was established in 1759 by the British and it is now the major Atlantic base for the R.C.N. In addition it is the most northerly year round port on the North American continent and is used by most of the big shipping lines during the winter when the St. Lawrence is shut due to ice.

The Submarine Squadron is centred around the northern end of the dockyard. The administrative offices are "down at 90 feet" in the basement of the Command building, where the dual duties of Canflagrant and Cancomarant are performed by Rear-Admiral H. F. Pullen, R.C.N.

The workshops and stores are a short distance away and here the R.N. and R.C.N. combine to provide the submarines with their various needs. The Squadron Engineer is R.N. while the Electrical Officer is R.C.N. and they have both navies represented on their staffs.

Submarines of the Squadron cover a lot of territory and usually get to visit several U.S. ports as well as ports in the West Indies, the Bahamas and Bermuda during their 18-month stay. In addition they often manage a trip up the St. Lawrence or to ports in Newfoundland.

H.M.S. NATAL

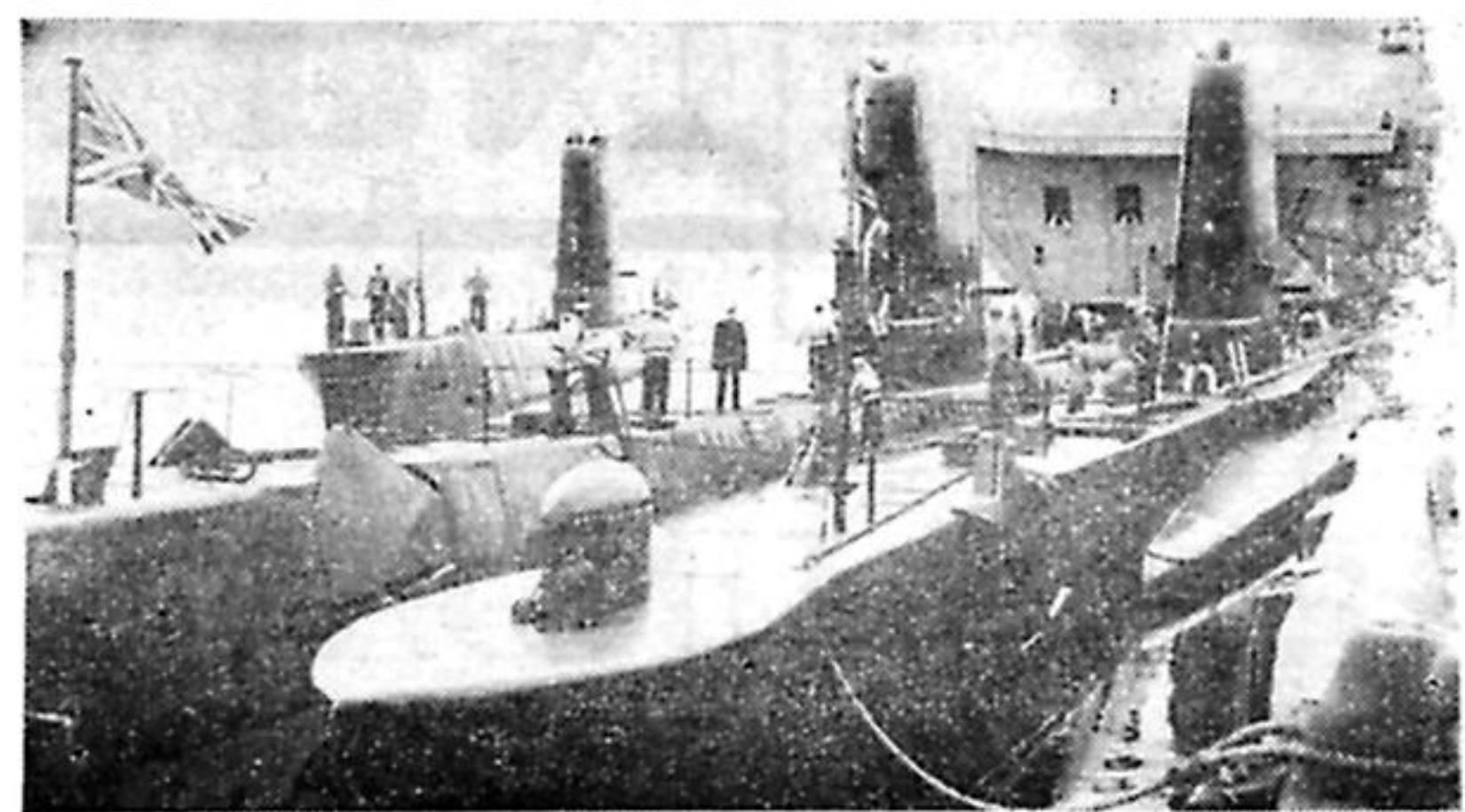
SIR,—I am anxious to contact any survivors from the cruiser H.M.S. Natal which blew up in Cromarty Firth on December 30, 1915, and would be grateful if they would get in touch with me.

All letters will be answered.

Yours faithfully,

A. CECIL HAMPSHIRE,

6 Southbourne Gardens, Eastcote, Ruislip, Mdx.



H.M.S. Alderney arrives alongside. H.M.S. Ambush is the inboard vessel and H.M.S. Astute is next to her. Note H.M.C.S. Bonaventure in the background

LETTERS TO THE EDITOR

Navy News Appreciated

SIR,—It would be appreciated if you would forward my copy of "Navy News" to my new address.

"Navy News" continues to be a source of interest and enjoyable reading out here, and praise is due to you and your staff for making it the increasingly popular paper that it is becoming.

Would you be so kind as to inform me as to whether you sell a photograph album for the series "Ships of the Royal Navy." K. HARRIS

Office of Flag Officer,
Second in Command
Far East Station.

(An Album which will take 64 post-cards has been produced, price 8s. 6d. including postage. Bound in strong blue covers, blocked with the figure-head of H.M.S. Victory, the leaves are interleaved with strong white transparent paper and held by a tassled cord.—Editor.)

H.M.S. SATELLITE

SIR,—The following is an extract from a letter I have received from Major E. R. Davidson, M.B.E., son of the late Shipmate Davidson.

"My father served in H.M.S. Satellite from January, 1894, to August, 1897. I have heard that my father was informed that the Satellite still exists somewhere on the Tyneside, although now high and dry. I wonder if there is still anyone living who served in her whilst she was afloat? I doubt that

she remained in commission for long after 1897."

Does any reader of NAVY NEWS know what has happened to Satellite and is there anyone still living who served in her?

Yours faithfully,

J. L. BATES,

Lieut.-Cdr., R.N.V.R.(Retd.),
6 Rigby Close, Croydon.

A GOOD WORD FOR NAVY NEWS

SIR,—Would you kindly let me know when my next annual subscription is due as I have forgotten when I last sent and I should not like to miss any copies. I look forward to my copy every month. Thank you for the good work put into it to make the NAVY NEWS such good reading to all ex-Navy men. I have been pensioned 25 years. Wishing you every success.

H. SHAVE,

2 Marshal Road, Waterloo, Poole.

PEN PALS

SIR,—I shall be obliged if you will kindly help me in getting pen pals from the Royal Navy.

I am 17½ years old and attend the technical high school. I wish to have pen pals in the Navy.

C. M. Shah,

Box 8529, Mombasa, Kenya.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice.

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DRAFTING FORECAST

AS ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home sea service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

SUBMARINE COMMAND

H.M.S. Alcide, August, at Devonport, for service in Fifth Submarine Squadron.

GENERAL

H.M.S. Llandaff, May 1, at Devonport, for General Service Commission Home/East of Suez (23 months). U.K. Base Port, Devonport.

No. 814 Squadron, May 2, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. Hermes).

H.M.S. Orwell, May 3, at Rosyth for trials.

H.M.S. Chaplet, May 3, at Devonport, for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Owen, May 16, at Gibraltar for trials. Commissions, May 3, 1960, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Decoy, May 17, at Devonport for trials. Commissions July 7 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Parapet, June 24, at Malta, for Foreign Service.

H.M.S. Alert, May 23, at Singapore, for Foreign Service (Far East).

H.M.S. Rhyll, May 31, at Portsmouth for trials. Commissions September 29 for Home Sea Service until April, 1961. Then General Service Commission, Home/East of Suez (22 months). U.K. Base Port, Portsmouth.

H.M.S. Layburn, July 6, at Renfrew, for Home Sea Service (Boom Defence).

No. 825 Squadron, August 16, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Solebay, June 8, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Finisterre, June 8, at Chatham for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Devonport.

H.M.S. Protector, June 9, at Devonport for General Service Commission Home/South Atlantic and South America (12 months). U.K. Base Port, Devonport.

H.M.S. Cavalier, June 24, at Singapore, for Foreign Service (Far East).

H.M.S. Londonderry, June 28, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Hermes, June 28, at Portsmouth for General Service Commission, Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Victorious, August 16, at Portsmouth, for General Service Commission, East of Suez/Home, U.K. Base Port, Portsmouth.

H.M.S. Loch Fyne, July 5, at Rosyth for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Lincoln, July 5, at Glasgow for Home Sea Service. Re-commissions October, 1960, for Foreign Service (Far East).

H.M.S. Lion, July 12, at Tyne, for General Service Commission Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. St. Brides Bay, July 18, at Singapore, for Foreign Service (Far East).

H.M.S. Wizard, July 19, at Chatham for trials. Commissions September 13 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Cassandra, July 19, at Chatham for trials. Commissions July 26 for Foreign Service, Far East.

H.M.S. Brave Swordsman, July, at Portsmouth, for trials and Special Service Squadron. U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, August 16, at Devonport for trials. (Commissions September 27 for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

H.M.S. Lewiston, August 31, at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

No. 893 Squadron, September 1, at R.N.A.S. Yeovilton for Overseas Service (H.M.S. Centaur).

H.M.S. Centaur, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September, at Rosyth for trials. Commissions November 8 for Foreign Service—Far East.

H.M.S. Shoulton, end September at Portsmouth, for Home Sea Service. U.K. Base Port, Rosyth.

No. 813 Squadron, October 1, at R.N.A.S. Culdrose for Overseas Service (H.M.S. Hermes).

H.M.S. Duchess, early October, at Portsmouth for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, October, at Devonport for trials. (Commissions January 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, October, at Chatham for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. Caprice, September 29, at Singapore for Foreign Service (Far East).

H.M.S. Crane, October 12, at Singapore for Foreign Service (Far East).

H.M.S. Plymouth, December, at Devonport for trials. Commissions April, 1961, for General Service Commission, Home/Med. (23 months). U.K. Base Port, Devonport.

H.M.S. Leopard, December 6, at Portsmouth for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Anzio, January, at Malta for Foreign Service (Amphibious Warfare Squadron).

H.M.S. Loch Insh, January 10, at Rosyth for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Whirlwind, mid-January, at Rosyth for trials.

H.M.S. Battleaxe, January, at Portsmouth for General Service Commission, Med./Home (24 months). U.K. Base Port, Portsmouth.

H.M.S. Crossbow, January for General Service Commission, Med./Home (24 months). Place of commissioning and U.K. Base Port under consideration.

H.M.S. Belfast, February, at Singapore for Foreign Service, Far East.

H.M.S. Troubridge, February, at Portsmouth for General Service Commission, Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Cook, end January, at Singapore for Foreign Service.

H.M.S. Blake, end January, at Clyde for trials, Home Sea Service. Commissions, June, 1961, for General Service Commission, Home/Med. (24 months).

Motoring Notes

Lack of skill causes accidents

TRAILING, FEET SURE SIGN OF INCOMPETENCE

EASTER has come and gone and the worst fears of those responsible for road safety have been fully realised with a further increase in road casualties. Strange to relate, although the casualties this Easter were higher than the same period last year few people seem to realise that the average figures every week are higher than those quoted in the headlines over Easter. Unfortunately the toll will go on increasing until we motorists wake up to the fact that it is our own lack of skill and forethought in driving which causes the accidents and not the roads themselves.

MOTOR CYCLE BRAKES

Just as in a motor car, the maximum braking effect on a motor-cycle, scooter or moped comes from the front and not the rear brake. The majority of readers seem to be scared stiff of using the front brake, so much so that on many scooters it is commonly found that the brake spindle has seized up through lack of use and the brake doesn't work anyway. This fear of using the front brake may arise from apprehension that it will cause a front wheel skid when cornering. So it may, but then no experienced motorist would dream of using his brakes on a corner and the necessity to do so merely shows a shocking bad judgment of traffic conditions. I would strongly recommend all riders

to develop the art of using the front brake as well as the back one.

Far worse than failing to use the front brake are those numerous riders who when they get into difficulties immediately put both feet on the ground and vainly try to stop their machine with their shoe leather. This is a very common trait and a most dangerous one which can get one into real trouble. On any machine, whether it be a moped or a 600 c.c. twin, the only place for your feet so long as you are moving at all is on the footrests where you can operate the pedals. Trailing feet are the sure sign of an incompetent rider.

ANTI-FREEZE

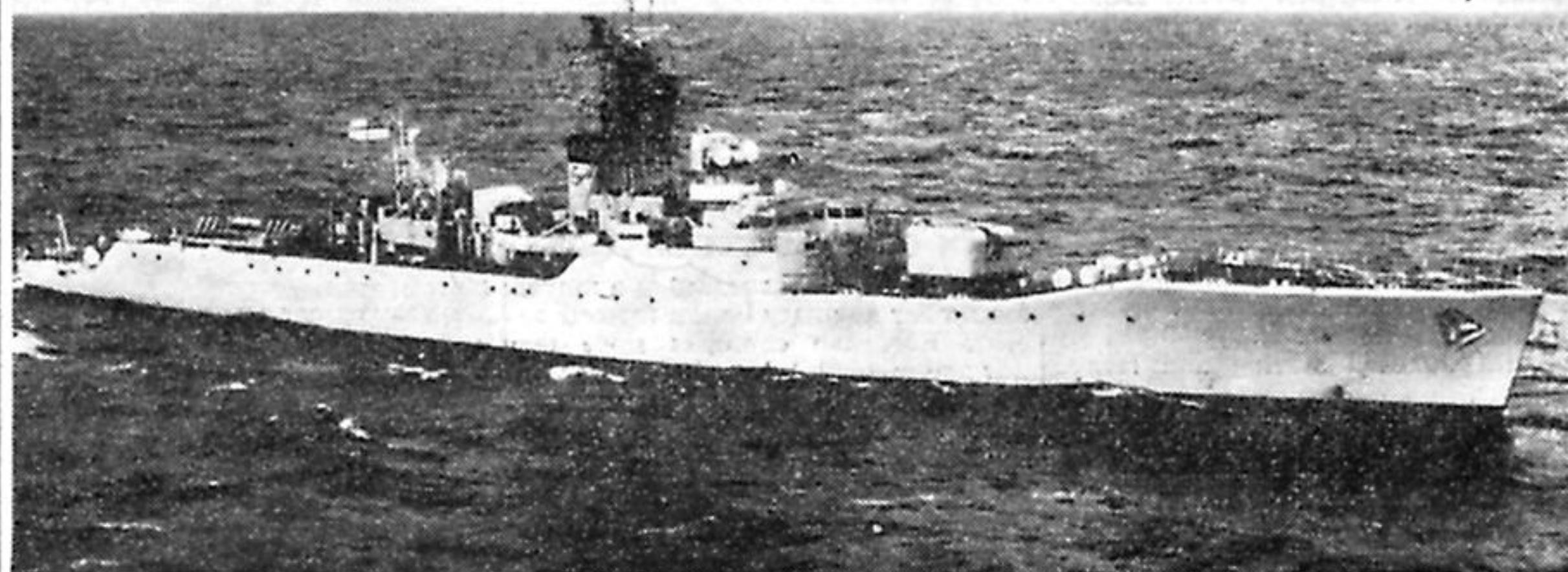
For those who use anti-freeze in their car radiator, now is the time to drain this out. Flush out the cooling system and refill with clean water. All anti-freeze solutions lose their inhibiting properties after a few months and the old solution should not be saved. The best place for it is down the drain as it will be quite useless next winter.

A recent unfortunate experience with a garage prompts me to remind you that the recommended tyre pressures are for cold tyres. If you have run any distance at all I can assure you that if you have your tyres checked at a garage whilst buying petrol for example, the pressures will not be correct. Pressures increase during running by as much as 5 lb. and very few garage attendants appreciate this. From what I have seen many car owners have their tyres far too hard anyway and it would pay them to ascertain the correct pressures and keep to them.

E. A. MARSH.

SHIPS OF THE ROYAL NAVY

No. 54 H.M.S. TORQUAY



Windmill girls to race barracks team

MEN FACE STIFF OPPOSITION

AS reported in the April issue of "Navy News," a team of Windmill Girls challenged a team from the Naval Barracks, Portsmouth, to a "Karting" competition and the challenge was accepted with enthusiasm.

The contest will take place on the Barracks parade ground on Sunday

afternoon, May 22, and the public will be admitted.

It is considered that the naval men will have stiff opposition for the "Girls" are most experienced in this new, exhilarating sport, but the men are looking forward to the chance of competing against them.

The Portsmouth Field Gun Crew, which will be taking part in the Royal Tournament in June, will give a demonstration run during the course of the afternoon. This is a "sport" in which, up to the moment, the "Girls" have not taken part, but who knows...

Accompanying the Windmill Girls will be Miss Sheila Van Damm, the well-known motor rally driver.

H.M.S. Torquay—another of the Whitby class anti-submarine frigates—was built by Harland and Wolff, Ltd., at Belfast.

Launched in July, 1954, she was completed in May, 1956. Her displacement is over 2,800 tons (full load) and her dimensions are—length 370 feet (o.a.) by 41 feet.

Whitby class frigates are fitted with propelling machinery of high power. They are capable of over 30 knots on only 75 per cent of the power required by older destroyers of similar displacement.

H.M.S. Torquay was recently adopted by the citizens of Torquay.

The ship is commanded by Cdr. B. H. G. M. Baynham, R.N.



Some of the cast of H.M.S. Ganges in its presentation of "You, too, can have a body."

NORE COMMAND DRAMA FESTIVAL

Ganges wins cup with "You, too, can have a body"

ADJUDICATOR ENTHRALLED

THE Amateur Dramatic Society of H.M.S. Ganges (Captain H. S. Mackenzie, D.S.O., D.S.C., R.N.) in presenting the comedy thriller, "You too, can have a body" (written by Fred Robinson), found their efforts most worthwhile and successful in the recent Nore Command Drama Festival.

From March 22 to 30, Mr. Cecil Bellamy, the Adjudicator visited various establishments of the Command in turn, and it was with some trepidation that the Ganges' Players anticipated his visit on the evening of March 29. Instructor Lieut.-Cdr. Harry Page,

R.N., the producer, had already given three performances of this play to "full houses" of Juniors, but the Adjudication performance was something different.

He need not have worried however,

for right from the opening curtain, this farcical thriller went ahead with clockwork precision before a most appreciative audience made up from all sections of the establishment. The presence of the Adjudicator was forgotten as laugh followed laugh with the unfolding of the three acts.

This enthusiasm and appreciation were shared by Mr. Bellamy who in his subsequent summary of the performance confessed that he was so enthralled with the excellence of the production, that he ceased note-taking and sat back in his chair to enjoy the play to the full.

Such compliments as he said, coupled with numerous references as to the quality of the set, brilliant individual performances and the splendid team-work behind the scenes, raised the hopes of Ganges for the Command Drama Festival Cup. And these hopes were indeed justified when on the following evening at the R.N. Barracks, Chatham, at the close of the Festival, the Ganges' Players were placed first in the Command.

The second place was given to the Royal Marines Depot, Deal, for a West Country smuggling play "Haul for the Shore" by Jean McConnell and in third place was the R.N. Hospital's production of "An Inspector Calls" by J. B. Priestley.

The last night was attended by the Commander-in-Chief, The Nore, and Lady Durnford-Slater, and Lady Durnford-Slater afterwards presented the Nore Command Challenge Cup to Instructor Lieut.-Cdr. H. Page, R.N., the producer of "You, too, can have a body."

member of the Association as a of appreciation for the many hard work he had put in for branch, the club and the association.

NEW SITE

Chairman of the Council said the Hanworth branch of the Association had always responded to its from the Council and had very helpful. This in turn had them many friends who would fit the application for a new site club and headquarters with the present of the old Air Park the present club stands.

branch chairman's daughter, Langford, presented a bouquet to Pauling.

hoped to meet many shipmates at Chatham on Whitsunday for what seemed to be the last "Jutland" to be held in the barracks has so many memories for those Chatham Division.

is holding a social and dance at the Masonic Hall, Portland Square, and they should contact him and finish off the day's visit properly.

The branch "scribe" says "Don't get the idea that because Portland Dockyard closed as such that it is all quiet here. As a Naval Base Portland is busier than ever and visitors can be sure of seeing the latest ships and all the displays that go to make a good, interesting "Navy Days."

There is to be another social and dance on June 4.

In concluding his report the Portland correspondent suggests a five minute walk on the common with a view of all the ships in the harbour—not forgetting the Borstal Institute and Verne Prison—which might remind the visitor of the times he was "not found out."

The branch is making a trip to Plymouth for the Conference and the ladies are going for the shopping.

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ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

The Women's Royal Naval Service is twenty-one years old

75,000 STRONG DURING THE WAR

Distinctive niche in naval history

THE Women's Royal Naval Service has come of age. Its 21st birthday is being celebrated by the 3,250 officers and ratings at present serving, successors of the first recruits of the uneasy summer of 1939 of a force that was to gain itself a distinctive niche in Naval history for duty ashore and afloat in the First World War.

April 11 is recognised as the official date for the anniversary, but functions to mark the occasion are taking place in Naval Commands at home and overseas during the year. In London, Her Royal Highness the Duchess of Kent, who is Chief Commandant of the W.R.N.S., will be present at a reception to be held in St. James's Palace on May 16 and attended by several hundred serving and retired officers.

It was in April, 1939, that the late Dame Vera Laughton Matthews was appointed Director of the re-formed W.R.N.S., which was, of course, pioneered between 1917 and 1919, and set about the formidable task of laying the foundations of its future organisation. The first Wren—official service number 1—reported the following month and a nucleus formed of an organisation which was to confound those salty cynics who doubted their worth to the Royal Navy.

The comparative handful of young—and some not so young—women of 21 years ago in the soft brimmed hats of the time, sporting non-committal H.M.S. bands, was to expand by 1944 to a peak

strength of some 75,000 with officers serving in over 50 branches and ratings in over 90 categories—some demanding the highest degrees of technical and professional skills.

OWN CODE OF REGULATIONS

The W.R.N.S. has served as a model for similar auxiliary bodies formed by other European countries since the war and in 1949 it gained a permanent place in the peacetime structure of the Royal Navy. Much smaller now than in wartime, the W.R.N.S. with its uncompromising uniform, feminine yet unmistakably Naval in cut and style, is still unique among the women's services in that its members, while they have their own code of regulations, are not subject to the disciplinary Act of the male service with which it serves.



The late Dame Vera Laughton Matthews.

Today, members of the W.R.N.S. serve in 25 different categories in Britain, Gibraltar, Malta and Oslo on domestic, secretarial and technical duties. With their uniforms of the latest materials and living in attractive quarters with first-class messing, they are worlds apart from the volunteers of the First World War in their heavy serge skirts worn nine inches from the ground and issue of stout boots who accepted meals of bully beef and plum duff as the normal course of events. They are linked, however, in their fierce loyalty to the Royal Navy and its way of life.



The present Commandant W.R.N.S., Dame E. Hoyer-Miller

After 21 years of continuous existence, the W.R.N.S. has become an integral part of the Navy. It attains its majority with an already established tradition of its own and an assured future as the youngest, but certainly the most charming, member of the large family of the Royal Navy.



W.R.N.S. uniforms. Those on the right were "in vogue" 1917.

ON TARGET AFTER 7,760 MILES

BY DESMOND WETTERN

RECENT reports from America say that Russia launched a multistage ballistic missile over the Pacific on January 20.

The missile was said to have had a range of 7,760 miles and was intended to land in an area south of Johnston Island and south-west of Hawaii. It was accurate to within two kilometres of its target area.

Soviet ships, several of them were rigged and painted as merchant ships, telemetered the missile's trajectory, and the water contact of the nose cone was recorded by radar, optical and acoustic equipment. The one from final stage of the rocket disintegrated and partly burnt up on re-entering the earth's atmosphere.

It is estimated that the firing point was Tyura Tam, near the Aral Sea.

H.M.S. Andrew attends New Zealand Day celebrations

TYPICAL MAORI WELCOME

ON February 6, 120 years ago, the Treaty of Waitangi was signed between Her Majesty Queen Victoria and a number of chiefs of the northern Maori tribes of New Zealand. By this Treaty the Maoris acknowledged their submission to the British Queen, and Her Majesty guaranteed their possessions and her protection, and extended to them the rights and privileges of British subjects. It was, in fact, the day upon which New Zealand became a British Colony.

Since that day the ceremony of hoisting the Union Flag at Waitangi on the anniversary of the signing of the Treaty has become a well-established tradition in New Zealand.

At the original ceremony, the Treaty was signed by Capt. William Hobson, R.N., representing his Queen and Country.

H.M.S. Andrew (Lieut.-Cdr. G. J. Tottenham, R.N.), at present serving with the Fourth Submarine Squadron in Australia, sailed from Sydney on February 1 for New Zealand on a six-week operational visit. Her date of arrival in New Zealand waters was arranged to coincide with that of the ceremony which she was invited to attend at Waitangi in company with units of the New Zealand and Australian Navies.

Early on the morning of February 5, five ships made a rendezvous off the Bay of Islands, some 150 miles north of Auckland, and the cruiser H.M.N.Z.S. Royalist, escorted by the frigates H.M.N.Z.S. Rotoiti and

Kaniere and H.M.A.S. Swan, closely followed by H.M.S. Andrew, steamed in line ahead towards their anchorage off the headland at Waitangi where the original ceremony was performed.

For many of the Ship's Company this was their second acquaintance with the country, since Andrew had made a similar visit to New Zealand only the previous September.

The scene on arrival at Waitangi was certainly impressive. Set inland from the headland stood the Treaty House surrounded by trees and gardens and in front, sweeping down to the foreshore, the great lawn where the military ceremony was to take place. In the centre of the lawn, floodlit, stood the great flagstaff on the exact spot where the original Treaty had been signed. To seaward, in the picturesque bay of Russell, the five warships lay at anchor.

An estimated 7,000 Maoris and Europeans attended the occasion with many high officials including the Governor General, Lord Cobham, the Prime Minister of New Zealand, High Commissioners and Ambassadors of many countries, and several high-ranking Service Officers.

In the opening stages of the cere-

mony the Governor General was given a typical Maori welcome and he then took the Royal Salute before a Naval Guard of Honour. There followed the ceremony of hoisting the Union Flag whilst the warships fired a 12-gun salute, speeches by several of the distinguished guests, and finally the Royal Marine Band of the R.N.Z.N. "Beat the Retreat" at sunset. At 2000 the crowd gasped as the ships lying at anchor were suddenly floodlit, looking most impressive on the now dark water. Andrew had managed to provide herself with an outline illumination from stem to stern, which almost stole the show.

Against this background there was a Maori concert and finally the official party left after the National Anthem at 2100.

Despite the brevity of the visit which naturally limited the opportunities for recreation the Ship's Company were able to enjoy several periods of "hands to bathe" a luxury normally denied to them in the shark-infested waters of Sydney—and a few lucky ones were able to take advantage of the world-famous big-game fishing activities in the Bay of Islands.

Andrew sailed independently for Auckland on the evening of February 7 feeling that her brief visit to Waitangi had been a fitting prelude to another much-anticipated visit to New Zealand.

Richard Pease, son of Colonel G. P. D. Pease, Royal Marines, who was formerly second-in-command of the Royal Marines Barracks, Eastney, has been awarded the Royal Humane Society's Testimonial on Vellum for his work in rescuing a youth from the sea at Eastney last September.



"—and hunger, not of the belly kind that's
Banished with bacon and beans,
But the gnawing hunger of men for
A home and all that it means.
(APOLOGIES TO THE LATE DAN MCGREW)

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EASTER STALL A STAR ATTRACTION

A MOST successful coffee party was held by the H.M.S. Vernon branch of the Royal Naval Friendly Union of Sailors' Wives on March 31 in the cinema of H.M.S. Vernon.

As well as the more usual "bring and buy" stall an "Easter stall" proved a star attraction, and all goods were sold before the end of the party—including the daffodils which, with spring greenery covered arches and trellis work, ornamented the stalls!

Sincere thanks are due to all members and friends who so generously patronised the event and to the staff of the establishment who rigged the cinema so willingly.

The speaker at the general meeting on April 6 was Mr. Lightfoot of the City Parks and Gardens Dept. Much interesting information was obtained on a large range of flowering plants and shrubs, and colour slides were used to show the more rare specimens.

FUTURE EVENTS

Will all members please note that our garden party will be held on Wednesday, July 13, instead of on July 6 as printed in their programmes.

Sewing parties still continue on the last Wednesday of each month at 2.15 p.m. in the Captain's House, H.M.S. Vernon—all members are very welcome!

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12 Kirkgate, Dunfermline, and at Helensburgh, Londonderry, vdy, Culdrose, Worthy Down and at H.M.S. Dolphin.

Sixty-four pounds of cake



Have YOU a personal problem...?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

NEW RATES OF PENSION

I left the Royal Navy to Pension on November 3, 1958.

A rise of Pension was given from November 4, 1958, which of course I did not receive—yet I am on the same reserve—liable for recall as others who served a few seconds longer.

Again those who did not complete their full time for pension (being axed up to perhaps five years before their normal pension date) they, I take it, if "axed" to pension on or after November 4, 1958 would receive the increased rate of pension as also would those men who may have spent a few days in cells or prison, causing their date of release to be delayed.

I feel very strongly about this unfair treatment, which no one can deny, and I would like to take some further action in every possible way through my M.P., etc.

Can you please tell me if it is quite in order for me to do this, or direct me where to present my complaint through Service channels in the first place.

I understood there were two Pension Schemes, A and B. I never seemed to have any choice.

Am I, as ex-Service, liable or not for any further pension increases?

Could you please inform me also if there will be any discrimination between the low and high pension rate in case of recall to Active Service.

I am afraid I can only confirm that you are not, as the regulations stand, entitled to the new rates of pension, since they only apply to those who went to pension on or after November 4, 1958.

You are, of course, perfectly entitled to represent the matter to your Member of Parliament, but I suggest it would be better first to write to The Secretary of the Admiralty (Naval Pay Branch), Queen Anne's Mansions, St. James's Park, London, S.W.1. They will give you really authoritative information on whether anything can be done about your case.

You will not, in the normal course, be entitled to any increases in pen-

sion that are made in the future, but if you were to be recalled for Active Service you would of course get the full rate of pay appropriate to your rate and qualifications, and would earn increments to your pension, depending on how long you were required to serve. You would not draw your pension and your pay together.

FAMILY TRAVELLING EXPENSES

I am shortly leaving H.M.S. Heron for H.M.S. Seahawk.

I am in married quarters and as you know I get notice to leave after one month, so if I have not got myself fixed up with a place in Cornwall then my wife will have to take up a Selected Place of Residence for a short while.

If this is the case she will go to Ireland (Londonderry). Then later she will join me at Cudrose in Cornwall. My query is, am I entitled to travelling expenses from Yeovil to Ireland to Cornwall, or do I only get expenses for my family from Yeovil to Cornwall?

If you move from Heron to Seahawk, and have an expectancy of six months' service at Seahawk from the date of your family's first move (to Londonderry) or from the date you join Seahawk—whichever is the later, you will be entitled to refund of your family's fares and excess baggage charges from Heron to Londonderry to Seahawk up to the amount it would have cost had they moved the distance from Heron to Seahawk plus 50 miles. You will also be entitled to Disturbance Allowance (£50) and a similar proportionate refund of the cost of moving any furniture you have. There are certain complications about the amount of furniture you may move from a married quarter to a "Selected Place of Residence" and thence to a place of duty which are rather difficult to explain in a letter. If you have a considerable amount of your own furniture either in your Married Quarter or in store somewhere, I advise you to see the Officer in Charge

(Continued in column 3)

THE TAILOR OF "TERROR"

Sixteen years making suits for the Royal Navy

BY RUDYARD OTTER

THANKS for the suit Charlie... the trousers fit me perfectly Charlie... I'll pay you next week Charlie...

For Charlie Chan—real name Chan Chi Kong—is H.M.S. Terror's celebrated tailor, and a very popular fellow indeed in the Singapore Naval Base. He swings into action during the dinner hour, usually accompanied by two assistants, and it is exceedingly difficult to ignore his captivating smile! It is even more difficult to find fault with his work.

Charlie Chan, son of a schoolmaster, was born in Shanghai 35 years ago. At 13 the cheerful Charlie was sent away from home, because his father had feared that one Japanese bomb would be enough to destroy the entire family if they all huddled together under the same roof.

So Charlie was packed off to a tailoring family in Shanghai, and he settled down quickly in his new surroundings. He liked his playmates there, but he liked it even better to stand and watch the tailors at work, and within a few months Charlie offered to give them a hand. Laughingly they refused, but young Charlie kept asking them and eventually they sighed and agreed to let him participate in their activities. Charlie lost no time in proving his ability, and his services were gladly accepted. He stayed with the tailoring family for seven years.

SAILS FOR ENGLAND

At 19 Charlie heard that H.M.S. Belfast was looking for a tailor, so he

joined the ship and sailed to England from his native Shanghai.

However, this was only the start of his Naval career, because he was destined subsequently to serve in H.M. Ships Sussex, Mounts Bay, Unicorn, H.M.A.S. Queensborough and H.M.N.Z.S. Royalist.

"I have been to many places and seen many things," he reflects with great pride.

Charlie Chan is a successful tailor now. He employs ten assistants and has two shops in Singapore. Later this year he will open a shop in Hong-kong, and already he is scanning the vast possibilities of Malaya with a businesslike eye, giving particular attention to Penang and Kuala Lumpur.

Charlie still treasures the pile of testimonials he has received from Admirals, Captains and Commanders. What glowing things they say about him! Like these: "hardworking, cheerful, honest, conscientious, ready to please, willing to take on anything, a man of many virtues, a real asset to the Navy, his prices are most reasonable, an outstanding success..."

Would Charlie be tempted to join another ship in the future? "Oh, no!" he laughed. "I would like to very much of course, but I am married now."

So saying, he picked up his testimonials, excused himself, and hurried away through the Mess.



Chan Chi Kong.

WIRELESS RESERVE COMBINES SERVICE WITH TRAINING

DURING March the Midlands Wireless District of the Royal Naval Reserve had two "jollies" and an open exercise.

On Saturday, March 5, the Birmingham Section held its eighth annual dinner in Birmingham. Over 100 members and their guests had a very happy evening. The principal guests were Lieut.-Cdr. G. Lowden (Staff Commanding Officer to A.C.R.) and Mrs. Lowden and Lieut.-Cdr. G. Buss, R.N. (Retd.).

Earlier the same day the Nottingham and Derby Section carried out its annual duty of providing radio communications for the Head of the Trent for the sixth consecutive year. This involves the timing by radio of more than 70 crews over a course of 2 miles with less than a tenth of a second separating some of the crews. An example of the Reserve combining public service with training.

Drama festival better even than last year

THE Bambara Trophy, awarded to the winners of the Home Air Command Royal Naval Drama Festival has, this year, been won by the Royal Naval Air Station, Brawdy, with their production of "A Man's House" by John Drinkwater.

Running closely behind in second place was H.M.S. Ariel I with their performance of "A Breath of Spring" by Peter Coke. Eight Air Stations competed for the Trophy, also H.M.S. Caledonia who came third with their performance of "The Hole" by N. F. Simpson.

The adjudicator, Mr. Geoffrey Staines, commented particularly on the general level and production which he considered was even better than last year.

ABBOTSINCH

The entry of R.N.A.S. Abbotsinch was Noel Coward's "Blithe Spirit." The players were backed up by a very competent team of workers behind the scenes and, in spite of having to compete with the plumbing arrangements during the first 15 minutes of the performance, kept the audience amused and interested from beginning to end.

YEOVILTON

Yeovilton's choice was "The Chalk Garden" by Enid Bagnold. The adjudicator gave credit for the great deal of trouble taken with the production and admired the simplicity and delicacy of the set and professional-looking make-up.

He singled out First Officer Jane Witney as giving a wonderful performance and Second Officer Rita Brown for her beautifully controlled performance in the difficult role of the quiet companion with a criminal past.

CULDROSE

R.N.A.S. Cudrose produced an original play specially written for the occasion by the First Lieutenant, Lieut.-Cdr. Reginald Kersley.

The adjudicator complimented the First Lieutenant upon his play, which was well up to the standard of some of the Brian Rix comedies presented at the Whitehall Theatre; in fact he looked forward one day to seeing the name of Reginald Kersley in lights outside that same theatre.

(Continued from column 2)

of the Pay Office. If you can tell him exactly what you propose to do he will be able to tell you exactly what refund of expenses you will be entitled to, and perhaps advise you what moves of your furniture will leave you least out of pocket.

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H.M.S. Shoulton, a coastal Minesweeper of the "Ton" class—425 tons (full load).

ONE OF THE 'LITTLE SHIPS' VISITS THE UNITED STATES

Coastal minesweeper's crew enjoy American hospitality

THIS—Shoulton's "first ever" contribution to NAVY NEWS—covers the whole period since we left the United Kingdom last August. At the time there was some doubt as to when, where and for how long we were going, but a friendly dockyard matey put us in the picture, and we subsequently sailed from Portland for the United States on August 26.

On passage for Bermuda, we were escorted by R.F.A. Surf Pioneer, which both fed and fuelled us on frequent occasions. Apart from Bermuda, the only other port of call on this 3,000 mile passage from Ponta Delgada, in the Azores, where we spent a short twenty-four hours.

The Island of Sunshine and Coca-Cola, known to some as Bermuda, provided us with a fortnight's painting ship and swimming; despite the latter, when we sailed on September 21 for Norfolk, Virginia, we looked remarkably like a smart British C.M.S.

ACCENTS "JUST CUTE"

Shoulton only spent 10 days in Norfolk on first arrival, before steaming off to the south. It was, however, long enough for us to make firm friends with U.S.S. Bittern, a ship very similar although slightly smaller than ourselves; she was to act as our host-ship throughout our stay in the States.

Our stay in Norfolk was also long enough for us to discover that a British sailor in uniform is not widely known—we have so far been mistaken by some for Ger-

man, Paraguayan, Norwegian, Greek, French and Dutch, while others have remarked on our excellent English (not to worry, "Brum" and "Scouse," the "Limey" accent is generally considered "just cute").

We sailed from Norfolk for Key West on October 5, spending two days in Charleston, South Carolina, on the way. Key West (the most southern city in the continental U.S.A. or the most northern city in Cuba), is on an ever-growing island—land reclamation very nearly keeps pace with the demand. It was an expensive port, largely because it is so isolated—Miami, the nearest city of any consequence, is 175 miles away up the Florida Keys.

MIAMI—WINTER RESORT

Some of the ship's company visited fabulous Miami, and with the new pay rises it seems likely that this will become a regular winter resort for R.N. barons.

We sailed from Key West on December 3, after a very pleasant seven weeks in the heat and humidity; the bars and cabarets, open until 0400, proved to be a successful anti-

dote to becoming de-humidified.

A week was spent operating from Fort Lauderdale, Florida, on the way north to Norfolk. "Baron strangling" proved to be the order of the day—with very many thanks to the barons concerned.

Christmas—and leave to those who wanted it—in Norfolk brought a complete change from the Key West climate, from the nineties to below freezing. A large number celebrated Christmas on board—some even remember doing so.

WASHINGTON

Early January saw us in Washington for a week's recreational visit, which has proved to be our most enjoyable one—guided tours and dances specially laid on being particularly remembered. The tours included the George Washington Monument, the Lincoln Memorial, the Pentagon and the White House, and culminated in a visit to the Headquarters of the F.B.I., which was both heartening and chastening.

We returned to Norfolk to operate from there and from Yorktown until the beginning of March. So far as we know we are the first British warship to visit Yorktown since General Cornwallis was there on a less auspicious occasion a few years back—certainly we received a far warmer welcome than he did.

Mid-March found us for a few brief days in New York—the temperature occasionally rose to 20°F. while we were there. The bitterly cold weather apart though, everybody enjoyed the visit, and made the most of the sight-seeing opportunities—the Empire State Building and the United Nations Building in particular.

FREE TICKETS

We had by this time lost Bittern, who had been with us everywhere except Washington, as she had been deployed down south. We were however, very well looked after by the United Services Organisation in New York, who (among other things) provided us with a number of free tickets to the Broadway shows.

We have now been operating from Newport for three weeks, and we find this a most enjoyable operating port. This part of the States is very much like the United Kingdom; last week for instance we had snow, fog, rain, sleet, gales, ice and four fine days.

The remainder of our programme is still uncertain, but it seems likely that after returning to Norfolk we shall be arriving at Portland during the second week in June.

DRAMA CUP WON BY ONE POINT

SEVEN establishments in the Plymouth Command entered for this year's Drama Festival, two of them—H.M.S. Fisgard and H.M.S. Raleigh—entering a combined team known as the Fisleigh Players.

The six plays produced were undertaken in widely differing conditions both as regards personnel and the material conditions of staging, but despite this, or perhaps because of it, the result was a remarkably interesting and worthwhile festival in which the entertainment was so good and so varied that the winners were in doubt right up to the last moment.

No one envied the adjudicator her task, but Mrs. Daphne Levens of Oxford was equal to the occasion and the Command Cup was handed to the Fisleigh Players at the end of the final performance in H.M.S. Thunderer, only one mark separating them from the runners-up—the Royal Naval Barracks' team.

Record receipts for Chatham Navy Days

49,000 VISITORS

THE Navy Days held at Chatham during the Easter week-end on Saturday 16th, Sunday 17th, and Monday 18th April, proved even more popular an attraction than in past years.

The total recorded attendance figure was 49,000 and the receipts will also clearly reach a record figure.

In the main the elements were providentially kind and although a chill breeze prevailed each day, the absence of any rain undoubtedly helped the

Within the barracks numerous exhibitions and display stands, including the Fleet Air Arm, Dockyard Apprentices, Engineering, Meteorological, Recruiting and general items of Naval interest attracted large crowds to the drill shed.

The children's fun fair was extremely popular and the creche which was staffed by members of the W.R.N.S., did excellent work in caring for the very young.

There was also a packed audience each day to watch the arena display. This showed juniors from H.M.S. Ganges, formation marching by W.R.N.S., precision drill by the recruits from the Royal Marines Depot, Deal, a field-gun competition between the Royal Naval and Royal



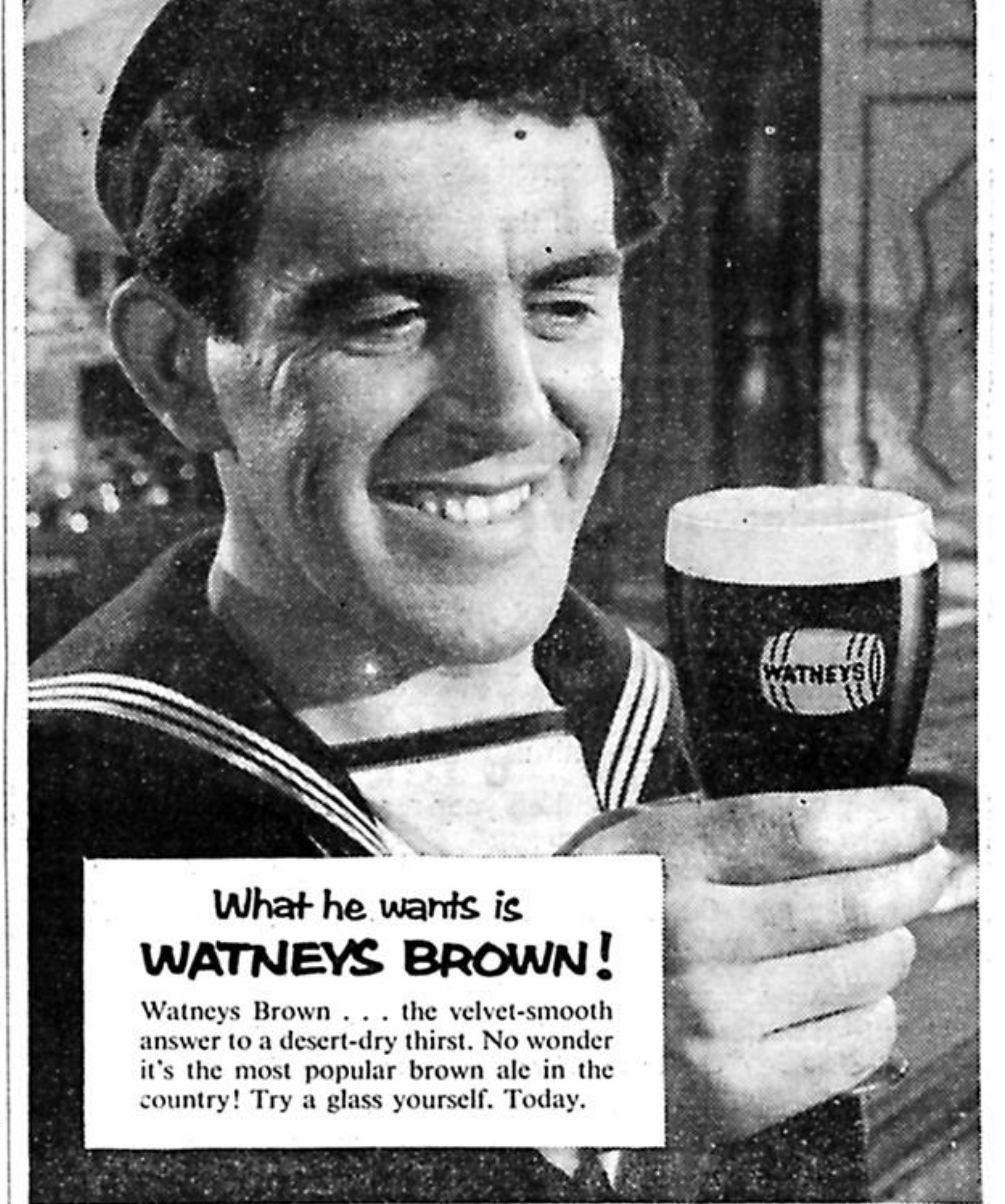
Physical Training Instructors rehearsing for Chatham Navy Days. (Photo: Pembroke Studios)

public to decide that a visit to Chatham would prove worthwhile.

The display given in the main basin of the dockyard, included the firing of anti-submarine weapons, usages of inflatable assault craft by Royal Marine Commandos and a Chinese junk "incident" to portray pirate activities. As usual, these items were well received by the visitors.

Marines Cadet Corps, a physical training demonstration and the finale to each day was the beating retreat and ceremonial sunset by the Royal Marine Bands of The Commander-in-Chief, The Nore and H.M.S. Ganges. From all accounts, Chatham Navy Days were a great success, and very many letters of appreciation from the public have been received.

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NEPTUNE'S SCRAPBOOK



Admiral Sir Charles Lambe, First Sea Lord, is at present sick in hospital. He was stated to have had a heart attack. His condition is now said to be satisfactory.

Vice-Admiral W. J. W. Woods is to be the next Commander-in-Chief, Plymouth. He will succeed Admiral Sir Richard Onslow in July.

Rear-Admiral F. H. E. Hopkins has been appointed Flag Officer, Flying Training, in succession to Rear-Admiral D. R. F. Cambell. The appointment takes effect in September.

Rear-Admiral D. J. Hoare has been appointed Chief Staff Officer (Technical) and Command Engineer Officer on the staff of the Commander-in-Chief, Plymouth, in succession to Rear-Admiral R. F. Storrs, to take effect in June.

Capt. S. E. Post is to be promoted to Rear-Admiral to date July 7 and to be Chief Staff Officer (Technical), Portsmouth, in succession to Rear-Admiral N. E. H. Clarke. The appointment is to take effect in July. He is to be Command Electrical Officer, Portsmouth, in continuation.

H.M.S. Albion (Capt. F. M. A. Torrens-Spence), was visited when the ship visited Athens in March by H.M. King Paul of the Hellenes, who is an Honorary Admiral in the Royal Navy. The King was accompanied by his son, Crown Prince Constantine.

The Flag Officer Aircraft Carriers, Rear-Admiral R. M. Smeeton was flying his flag in Albion at the time of the visit.

Two French frigates, *Le Bordelais* and *Le Boulonnais* visited London from April 4 to 8. Commissioned in 1955 they are among the first ships of a class which numbers 18 vessels, mainly devoted to anti-submarine duties.

H.M.S. Centaur has produced a fine "Cruise Book." Any officer or rating who has served in the ship during the present commission and would like a copy should forward the sum of 15s. to The Editor, Cruise Book, H.M.S. Centaur.

The R.N. Sick Berth Staff Association will be holding its 15th annual reunion dinner and dance on May 26 in Southsea. The cost of tickets for the dinner and dance is 17s. 6d. each. Dance only tickets are 4s. single and 7s. 6d. double.

All Sick Berth ratings and ex-Sick Berth ratings are invited to this function and full details may be obtained from the secretary, Sick Berth P.O. Varnham, 29 Riverside Avenue, Wallington, Fareham, Hants.

The Harwich Naval Force Association will be holding its 17th annual reunion dinner at the Crown Hotel, Brewer Street, Piccadilly, W.1, on October 1. The cost of tickets will be 10s. Male friends and relatives are invited. Details may be obtained from Mr. F. C. Thompson, 14 Sunnymede Drive, Ilford, Essex.

N.A.T.O. Naval Chaplains held a conference at the Royal Naval College, Greenwich, between April 23 and 29. Some 30 representatives attended.

The Army Art Society is holding its 29th exhibition during October at the Commonwealth Institute, South Kensington. All ranks of the Army, Royal Navy and Royal Air Force, past or present, permanent or temporary, may submit works for consideration.

Intending exhibitors should apply for particulars to The Honorary Secretary, The Army Arts Society, Capt. A. J. Daldy, 16 King Edwards Grove, Teddington, Middx.

Vickers-Armstrong Limited are to build a new passenger liner for the Shaw-Savill Line and the keel-laying ceremony took place at the Naval Yard, Newcastle-upon-Tyne on April 28. The name of the new ship is to be Northern Star. Her overall length will be 650 feet and her gross tonnage 22,000 tons. With a crew of approximately 500 the new ship will carry approximately 1,400 passengers at a service speed of 18½ knots. The Northern Star will run in partnership with the Southern Cross and the two vessels will maintain a regular integrated Round-the-World service.

Writer rating to serve in Dreadnought

Confirmation has been received that Wtr. C. W. Hicks, at present serving in the office of the Commander-in-Chief, the Nore, has been selected from a large number of volunteers, to serve in H.M.S. Dreadnought, Britain's first nuclear submarine.

Wtr. Hicks is the first rating of his branch ever to serve in a submarine. A stores assistant is also to be included in the submarine's complement.

VERNON CHOIR TAKE PART IN EASTER RECITAL

THE Commander-in-Chief Portsmouth (Admiral Sir Manley Power) and the captain of H.M.S. Vernon (Capt. M. C. Giles, R.N.) took part in an Eastertide passion recital given by the choir of H.M.S. Vernon at St. George's Church, Portsea, last month.

The Vernon choir of 34 received musical support from the orchestras of the Portsmouth Music Teachers, Southsea Amateurs, and the Royal Marine Band.

The oratorio is in two parts—the first describing the events in the life of Jesus from the Last Supper to His betrayal and arrest, and the second part, His trial and crucifixion.

Instructor Cdr. C. G. Mount, R.N., conducted the choir, and was forced to take a singing part at the last moment due to the illness of one of the soloists.

The programme was arranged by the padre of H.M.S. Vernon—the Rev. B. A. Watson, and vicar of St. George's Church—the Rev. D. K. Jameson.

The Royal Navy was only four points behind the Royal Air Force which won the Inter-Services Small-Bore Rifle Shooting Match. Lieut. D. M. Orr (H.M.S. Excellent) was top scorer for the Royal Navy team with 200 points. The Royal Air Force scored 7,881 points, Royal Navy 7,877, Territorial Army 7,851, Regular Army 7,842, Royal Marines 7,827 and R.N.R. 7,500.

Two hundred miles for commissioning service H.M.S. HARTLAND POINT SAILS

A SERVICE was held at "Farewell" Jetty, H.M. Dockyard, Chatham, on Friday, April 1, in the presence of the Commanding Officer of H.M.S. Hartland Point, Capt. F. W. Hayden, D.S.C., R.N., the officers, the Ship's Company, and a large number of families and friends, to ask God's blessing on the ship and all those who shall serve in her.

The service was conducted by the Rev. V. M. Norris and the Rev. G. C. M. Healey. For both Chaplains it marked the culmination, to some extent, of a long and helpful association with the ship whilst she was in the later stages of modernisation.

The captain, in the course of his

address to the ship's company, welcomed the large number of families, many of whom travelled some 200 miles to be present at the ceremony. For many of them it was their first opportunity to visit Chatham; and the efforts which they made to do so were, no doubt, appreciated.

The families were entertained to tea on board and they also had the opportunity to look around the ship, and, to see for themselves their husbands' "homes" for the next 18 months.

H.M.S. Hartland Point left Chatham towards the end of April for Malta, calling at Portsmouth en route. Her eventual destination is the Far East.

"Can you see him?"

AS reported briefly in our last issue, H.M.S. Alderney recently spent six days in San Juan, Puerto Rico.

The American Naval Base extended traditional American hospitality and there was a series of official parties. Good will and good cheer flowed. In fact, the hospitality was such that after one of the ship's company, by name Harvey, returned on board absent over leave, a signal was sent to the Commodore "Harvey is back." This produced the reply, "Can you see him?"

Massed bands for birthday parade

TWO hundred and sixty Royal Marine Bandmen will Beat Retreat on the Horse Guards Parade on June 2 in honour of the birthday of His Royal Highness the Duke of Edinburgh.

The massed bands will be under the direction of Lieutenant-Colonel F. V. Dunn, Royal Marines, the Director of Music.

The ceremony will begin at 6.30 p.m. and will consist of marching and counter marching.

The Corps' Memorial Silver Trumpets, with the bands accompanying them will play the stirring naval "Sunset" as a finale.

Stand-easy and deliberate mistakes help deaf children



Some of the children at the presentation of deaf aids. Chief Petty Officer Hayman is seen talking to his son. The padre and representatives of some of the messes look on.

THE big-hearted generosity of the sailor is proverbial and where children, particularly afflicted ones, are affected, he is always ready to give help.

Peter Hayman, the seven-year-old son of C.P.O. Hayman, the president of the Chief Petty Officers' Mess in H.M.S. Vernon, had the misfortune of being born partially deaf. Peter's father who, naturally, has interested himself very much in his son's disability, decided to use the Lent period to help Peter's friends at Penhale Road School, Portsmouth, who were in a similar position.

The Chaplain of H.M.S. Vernon, the Reverend B. A. Watson, was consulted, and together with C.P.O. Hayman, organised a series of collecting boxes in the various messes in the establishment.

The Vernon Divers decided that they would not swear sufficiently during Lent to make a fair contribution, so they ate prodigiously and the small profit from the sale of their stand-easy rolls proved a considerable contribution.

The typists in the central pool gave a halfpenny for each mistake they made. Deliberate mistakes brought amusement to all concerned and, of course, helped to swell the kitty.

Such happy methods produced the results and the total amount collected from all sources was £75 12s., which was used to buy four deaf aids.

Two rooms in the school have been equipped with the new "Loop" system and the children can tune into the loop with their special hearing aids. The great advantage of this system is that there are no limitations of the child's movements, and the partially deaf can be taught alongside other children.

Representatives of the Vernon Messes attended a small ceremony in which the Captain of H.M.S. Vernon, Capt. M. C. Giles, presented the hearing aids to the headmistress of the school, Miss Simpson, in the presence of the Chief Education Officer of Portsmouth Mr. Barnard.

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THE BLACKFOOT WATERS EXTENDED TO THE FAR EAST

Deluge of fuel oil leads to appropriate name for minesweeper squadron INDIAN TRIBE HAS NEW BLOOD BROTHERS

BY THE TRIBAL SCRIBE

WHY should all the eccentrics have been reserved for the old Navy? The ships figuring in this story might be small but they are by no means insignificant and in an age when, apart from submarines, ships smaller than frigates tend to be taken for granted by the rest of the fleet, it is as well that the "professional" Navy, with its multitude of specialist officers and ratings, should be made aware, from time to time of the existence of the non-specialist "amateurs" in minesweepers who take a great delight in trying to outsmart the Fleet at its own game.

This involves original and sometimes unconventional thinking and it was perhaps because their minds were so accustomed that they first agreed to adopt the Red Indian name of BLACKFOOT: a name which they have now made known from Portsmouth to Hong Kong.

The ships concerned are coastal minesweepers of the 104th Minesweeping Squadron, which until recently, formed half the Inshore Flotilla in Malta. Their purpose in life was to patrol round Cyprus to prevent smuggling of arms, with the intervals taken up in minesweeping exercises called Dragex's, General Drills, Inspections and occasional visits.

Back in August, 1958, when the Americans went into the Lebanon four minesweepers were on patrol in Cyprus, while the Flotilla Base ship, Woodbridge Haven, and four other were in Turkey for a Dragex. Instructions arrived for captain, Inshore Flotilla, to take Woodbridge Haven and four sweepers to transit the Canal. The four which went all belonged to the 104th Squadron; they were Walkerton with the Squadron Commander (M.S. 104) on board, Wilkieston, Lullington and Kildarton who followed on a few days later. Of these, two were Deltic and two Mirlees

engined. The Deltics, Walkerton and Wilkieston, were the latest type with enclosed bridges and a slightly different charthouse and wheelhouse



H.M.S. Maryton—the "Blackfoot" sign is just visible on the funnel.



The sign of the "Blackfoots."

about the Deltics; for though everyone freely acknowledged their superior performance all agreed that from a purely non-engineering point of view they were absolutely b——. It was found that the words Black Feet came more and more into the daily vocabulary and after a while the captain of Wilkie put his feelings into writing and proposed that from now on the squadron should christen itself "The Blackfoot Tribe" in protest against soaring bills for paint and cleaning gear. He further suggested that the ships might be able to get at least some fun out of their distress if they carried a "Black Foot" badge on their funnels to show that they belonged to the tribe. The badge he suggested, should consist of a triangle to represent the Greek letter delta (for the Deltic engines) upside down and in red because all were agreed that they were b—— awful. The inside of the triangle should be white to represent the colour of the wooden decks before the arrival of the engines, and in the centre was to be a large black foot—big toe forward for uniformity. . . . The idea was very favourably received and was, with great enthusiasm, forwarded to higher authorities in Malta.

Quite by chance, Lullington had on board a sub-lieutenant who knew of an anthropologist who had lived with the Blackfoot Indians in Alberta in Canada. In reply to a request for in-

formation, he supplied a great deal of information about the Indians and the more that was heard about them, the more appropriate it seemed that the squadron should adopt the tribal name. To mention a few the Blackfoot were the horse Indians, never defeated in battle; taller than most Red Indians they had a great sense of humour and courage enough to make them the most feared of all tribes. They were great scalpers, always on the look out for, and ready to collar, the itinerant gun runners. How well this fitted in with the ship's activities round the coast of Cyprus! There also arrived a splendid coloured photograph of an Indian chief in full regalia and the news that the present Blackfoot chief boasts the splendid name of Chief Shot on Both Sides. M.S. 104 himself at that time was an ex-Naval aviator, who, if not actually shot on both sides had at least been shot at on both sides.

To the general delight of everyone, some weeks later, when all the founder members were back in Malta, approval came from the commander-in-chief for the badges to go up; "To be worn as long as the oil flowed . . ."

THE NEW GIMMICK

The Blackfoot Squadron has derived a great deal of fun out of their gimmick over the last 15 months. Quite apart from figuring prominently in several highly successful parties—children's and otherwise, each ship has its own Blackfoot flag (and a few to spare since it soon became known that they make splendid trophies). In the course of a full power trial en route from Cyprus to Malta two Blackfoot C.M.S., Fiskerton and Maryton were engaged in a race with three C.M.S. from the 108th Squadron and were gradually overtaking the leading ship which had got off to a good start. The two, with all stops out and going like the wind, were in very close company in line abreast; it appeared that their speeds were ideally matched and that they would take the lead together. Suddenly one reported odd noises which might involve reducing speed. Back came the reply in a flash from the other; "Steady boy, United we stand divided we hop it." The phrase stuck and has since become the squadron motto.

THE "CRAZY FISK"

Shortly afterwards Fiskerton broke her port engine, and as there wasn't a spare in Malta at the time a starboard one, to run astern for going ahead was fitted in its place. This gave her an odd sort of performance since astern revolutions were strictly limited. In terms of speed she might have been at a disadvantage, but you should have seen her turn to port! As it happened her tribal name had always been Crazy Fisk and for several months she certainly lived up to it. Being thoroughly topical, they changed their funnel insignia to give her two right feet.



H.M.S. Wolverton.

Several ships made Blackfoot stamps which were used for everything from stamping strangers to the papers of Cyprus fishing boats—but nobody knew about that. In one infamous night in Gibraltar Dufton was assaulted by two members of the 108th Squadron who painted red toe nails on her black feet. She didn't appreciate the effect that her change of sex had on the rest of the tribe so she painted them out. On another, in Cyprus, the then leader of the 108th, Houghton, woke up one morning to find two black papoose feet on her funnel as retribution for having stolen Maryton's Blackfoot flag the week before.

Until last June, Blackfoot ships have been paying off in Malta and their ship's companies flying to Hythe to Commission one of the Deltic, enclosed bridge types. It is known that at least one of them had time to get tribalised before Commissioning and as she was detained for three weeks with engine trouble in Portsmouth before sailing for the Mediterranean, (Continued on page 9, column 1)

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arrangement. However, as far as this story is concerned we need only note that they were fitted with English Electric Napier Deltic Engines in place of the less powerful but more docile Mirlees Diesels of the other two.

WHERE DO WE GO?

For some time after leaving Suez the tiny force did not know exactly which way to go; were they going to Aqaba to back up the British paratroopers squatting round the airfield at nearby Amman or were they to go to Aden? Until instructions arrived the ships steamed slowly south literally sweltering under the hot August sun. Nobody knew what life would be like in a C.M.S. under such conditions since these were the first of their type to sally forth into the Red Sea. To add to their discomfort of living on the messdecks, where the temperature for days on end was between 95° and 100°, and the inevitable water rationing, the ships had to contend with a stern wind which reduced the breeze to almost nothing. In such conditions it became necessary to wear as little as possible to prevent prickly heat, so most people went around in a pair of swimming shorts and left it at that.

THE DELUGE

It was during these hours that our diesels, protesting at so much slow running, decided to rebel. As the second morning dawned each of the sweepers found to their horror that their upper decks and superstructure were covered in a mass of tiny specks of unburned diesel fuel. Throughout the day the deluge continued with ever increasing momentum, especially in the Deltic engined ships, until by that evening great drops of black oil were swimming round on the water that the respective buffers were running over the wooden decks, in a vain attempt to salvage the wreck of what had been 24 hours before their pride and joy. Everything was done to try to stop the fall out, including increasing speed; but so much oil had collected in the funnels overnight that the faster the speed the bigger were the drops which came out. There was only one way to end it and that would have been to stop and open up the funnel and give it the sort of clean that both their position and the time available made impossible. Shortly afterwards news came through that they were to go to Aden, but the damage had been done. Hence for four days the decks, and thus the soles of everyone's feet, were a dirty, oily black.

THE BLACKFOOTS

During the weeks that followed in Aden much discussion took place

Condor answers appeal

BLOOD DONORS' GENEROUS RESPONSE

THOSE in H.M.S. Condor (R.N. Air Station, Arbroath) certainly did not live up to their crest last month! The Condor—the large vulture of the Andes (*Sarcophagus gryphus*)—would not, willingly, give of its blood, but those in H.M.S. Condor did, in no small measure.

An appeal was received from Dundee on April 8 for blood of the groups "A" Rhesus Positive and "O" Rhesus Positive as the hospitals were

desperately short. Despite the extremely short notice, the sick bay was swamped with volunteers, and the target of 50 pints was exceeded by 30 pints.

The Executive Officer, Cdr. W. P. B. Barber, D.S.C., was relieved on April 7, by Cdr. T. S. Sampson. Cdr. Barber left with the goodwill of the entire ship's company, and they wish him (and Cdr. Sampson) every success in their new appointments.

Condor's entry in the Home Air Command Rifle meeting achieved several successes. A.A.2 Sargent won the S.R.(b) "T" Class and the 600 yards shoot. A.M.3 Malling won the "O" Class. The W.R.N.S. Championship was won by Chief Wren Pegler-Smith, and runner-up in the Junior Championships was Wren Phillips. Condor also won the Cheylesmore Cup team event.

H.M.S. PLOVER USED AS LANDING SHIP INFANTRY

H.M.S. Plover (Lieut.-Cdr. C. Thorpe, R.N.) became a Landing Ship, Infantry, over the week-end March 26/27.

This ship, unique in having been in continuous commission since 1937, took 150 officers and men of the 5th Battalion, Queen's Royal Regiment (T.A.) for an overnight cruise in the Channel, landing them on a hostile coast so that they could destroy an early warning nuclear post, and then re-embark the battalion.

The "hostile coast" was Dungeness. On completion of the exercise, Lieut.-Colonel J. W. P. Llewellyn (Officer Commanding the Battalion) thanked Lieut.-Cdr. Thorpe and ship's company for their work and hospitality.

(Continued from page 8)

she had time to spread the gospel in the very heart of the red V territory.

FUNNEL CLIMBERS

Since its inception, a great many different stories have sprung up as to what the Blackfoot means. A lot of these have found their way back to the Squadron and the one which caused most amusement was seen in the Maltese Press shortly before the tribe left for Singapore. It was when a Minesweeper goes to sea she rolls so much that you can walk up the funnel . . . all good stuff.

Early last October it was announced that eight C.M.S. and Woodbridge Haven were to be transferred to Singapore. The eight were to be predominantly the 104th Squadron, with three replacements from the 108th so that all should look exactly the same. Two of the 104th had open bridges and the other, Walkerton, the old chief himself, was left behind as the result of Command changes. Thus the Tribe's one time arch enemy Houghton (Colonel Hough of the 108th Cavalry, as she was nicknamed) became the new chief Blackfoot and in the process there was much tomahawk burying and smoking of pipe of peace. Similar celebrations accompanied the conversion of ex-troopers Dartington and Woolston; duly christened Darting Arrow and Fleecy Wool.

THE TRIBAL GOSPEL

The squadron made the 6,000 mile voyage from Malta to Singapore in two groups with the minimum of fuss. Six went with Woodbridge Haven and two followed on three weeks later. Everyone knows how the main group got on but the other two, Woolston and Maryton, have kept very quiet about their trip. The Captain Inshore Flotilla got a bit perturbed when he discovered that they had found their way to French Somaliland at one point, but they arrived on time, full of stories about being able to sail home across the Pacific, and that was the main thing.

The Squadron with its Base Ship is now settled down in Singapore and thanks to the Commodore, Naval Drafting, who has worked miracles from the drafting side of changing the ships from a Local Foreign Service Commission at Malta, to a Foreign Service in the Far East, everyone is happy for the change of scenery and more minesweeping and visits in place of the Cyprus Patrols, and to places which most of them have never seen before. And of course there is always the pleasant duty of spreading the Tribal Gospel.

In May, H.M.S. Plover will be operating with the R.M.A. Sandhurst, landing 60 cadets on the Cherbourg Peninsula for an Initiative Exercise—picking them up at Caen the following day.

EXPEDITION TRAINING

One of the features of the training of Aircraft Mechanics and Aircraft Artificer Apprentices at Condor is a week's Expedition Training, usually done in the first or second term. The practice in the past has been for the Expedition Training to be done at Glen Esk, but this term it was decided to vary the procedure.

Members of 35X Mechanics' Class and some of the Condor Canoe Club, led by Lieut.-Cdr. Keane and A.M.2 Sidey, left by road on Sunday, March 26, at 0830. Their destination was Corpach, at the South West end of the Caledonian Canal and their intention was to canoe up the canal, traversing Loch Lochy and Loch Ness, up to Inverness and return. Unfortunately, they were beset by adverse weather conditions and could only reach Fort Augustus, as Loch Ness was extremely rough, owing to a strong north easterly wind. The expedition members, and particularly those of the canoe club, were universal in their praise of the scheme, and are all determined to achieve success in their next attempt, which is scheduled for next term.

The gunnery staff at Arbroath are engrossed at the moment in the preparations for the Queen's Birthday Parade, which, by kind permission of Arbroath Burgh Council, is being held in the town on June 11. The local Territorial unit of the Royal Artillery has consented to fire a 21-gun salute and the Lord-Lieutenant of Angus, Earl Airlie, K.T., G.C.V.O., K.C.V.O., M.C., will represent Her Majesty The Queen.

In Memoriam

Gordon Reginald Allen, Engineering Mechanic 1, P/K.983578, H.M.S. Tyne. Died February 21, 1960.

Robert Bateman Oswald, Petty Officer, D/JX.890971, H.M.S. Drake. Died March 24, 1960.

Donald Edward Lister, Ldg. Tac. Comm. Operator, P/J.939405, H.M.S. Causton. Died March 27, 1960.

Victor Dewhurst Wharton, Marine, RM.15431, R.M. Barracks, Plymouth. Died March 27, 1960.

Kevin Nuttall Heap, Marine, RM.16351, R.M. Barracks, Plymouth. Died March 28, 1960.

Richard James Harmsworth, Chief Petty Officer, P/JX.134638, H.M.S. Victory. Died April 3, 1960.

Brian Dowson, Ldg. Radio Comm. Operator, P/SSX.905666, H.M.S. Girdle Ness. Died April 3, 1960.

Lieutenant Neil James Hamilton, Royal Navy, H.M.S. Fulmar. Died April 24, 1960.

Alan McCarthy, Petty Officer Air Fitter (A/E), L/FX.814553, H.M.S. Heron. Died April 6, 1960.

Mark Leo Singleton, Petty Officer (Air), L/FX.670468, H.M.S. Heron. Died April 6, 1960.

Thomas Anthony Best, Marine, RM.15921, R.M. Barracks, Eastney. Died April 11, 1960.

Robert William Bayliss, Marine, RM.15729, R.M. Barracks, Eastney. Died April 11, 1960.

Peter Henry Shaw, Ldg. Radio Elec. Mechanic (A), L/FX.893770, H.M.S. Heron. Died April 14, 1960.

Paul Farrant, Marine, RMV.203434, R.M.F.V.R. London Unit. Died April 17, 1960.

The Reverend Frederick Hemus, Chaplain (R.C.), Royal Navy, H.M.S. Drake. Died April 24, 1960.

Royal Visitor to Third Submarine Squadron

FUN IN THE CONTROL ROOM

TUESDAY, March 29, was a red letter day for the Third Submarine Squadron. Not only was the new Services Club in Helensburgh completed and ready for business, but the squadron was to be honoured by the visit of H.R.H. The Princess Margaret, to open the club and to pay a visit to H.M. Adamant and the Third Submarine Squadron.

The club, provided by the Church of Scotland Huts and Canteen Committee at a cost of £16,000 (£4,000 of this was donated by the Admiralty and £4,000 by King George's Fund for Sailors), has long been needed in the Gareloch area. Constructed in what used to be the old parish church, in the centre of Helensburgh, the club is of the most up-to-date interior design, containing single cabins, a games hall, TV room, locker space, and a restaurant.

PLAQUE UNVEILED

From the time she stepped off the train at Helensburgh to her depart-



H.R.H. Princess Margaret inspects a dish in the galley with C.P.O. Cook (S) Baldwin

ture from H.M.S. Adamant, the Princess had an event-packed schedule.

She was met by the Lord-Lieutenant of Dumbartonshire, Admiral Sir Angus Cunningham Graham,

Another Whitby for the Fleet

H.M.S. Rothesay (Cdr. J. B. D. Miller, R.N.), the eighth Whitby class anti-submarine frigate, was provisionally accepted into H.M. Service on April 23, at the shipyard of her builders, Yarrow and Co. Ltd., of Scotstoun, Glasgow.

Modifications to the original design, resulting from extensive experience with earlier ships of this class, have been incorporated in the internal layout of the Rothesay. The very successful hull form, which has helped make these ships manoeuvrable and able to maintain high speeds in heavy seas, has been retained, together with twin screws and rudders.

H.M.S. Rothesay's armament consists of two 4.5 inch guns in a twin mounting and twin 40 mm. A.A. guns. For anti-submarine use there are two triple-barrelled mortars and the torpedo armament comprises two twin and eight single tubes.

H.M.S. Rothesay has a length of 370 feet and a beam of 41 feet. The peacetime complement is nine officers and 180 men.

MORE ACTIVE INTEREST NEEDED

THE West Ham branch of the Royal Naval Association was visited by Harlow branch on April 9 and both hosts and visitors enjoyed a very splendid evening.

Although West Ham's committee have asked for more active support from the members, the desired effect has not yet been produced, but the officers are still working hard in this direction.

Two serving members, on leave from Gosport for only a couple of days, visited the club on April 22, and the committee, giving full marks to "Mac" and "Mo" for their interest, hope that members living nearer will emulate their example.



Her Royal Highness inspecting the Third Submarine Squadron Guard of Honour.

who escorted her to inspect her guard of honour drawn up from the Third Submarine Squadron, before proceeding to the Services' Club for the official opening.

Her Royal Highness unveiled a plaque commemorating the club's opening and made a tour of its amenities on completion of which the Royal car transported her, in spring sunshine along the gaily-decorated lochside road, to Faslane, the Third Submarine Squadron's base on the Gareloch.

In the limited time available the Princess was shown life on board a depot ship and a submarine during a normal working day showing a wide cross section of activities and enab-

ling as many as possible to see and meet her.

SILVER BROOCH

The tour of the Adamant included the foundry where a mould was being poured and where Her Royal Highness was presented with a silver brooch of a Porpoise class submarine, made in the workshops; the bakery, a torpedo flat, the Electronic Maintenance Room, and the well deck alive with the activity of torpedoes being hoisted, decks being scrubbed with a mechanical scrubber, shipwrights at work, a P.T. rope climbing display and shallow water divers in their gear. The Princess also visited messdecks.



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DAINTY COMPLETES FOREIGN LEG

Ship can be proud of her record

IT was 1030, April 1. South Slip Jetty, Portsmouth Dockyard was crowded with a large number of wives, families and sweethearts. A Royal Marine band was providing the music, a Naafi stall the tea, H.M.S. Dainty (Capt. J. G. Wells, D.S.C., R.N.) was securing alongside having returned from service in the Mediterranean. Her name had just hit the front pages of the national press when she had temporarily left a large N.A.T.O. exercise to land her Navigating Officer, Lieut.-Cdr. C. J. Howe, R.N., whose daughter was seriously ill. She is now, we are pleased to say, making a splendid recovery.

In February H.M.S. Dainty had returned to Cyprus. Many old friendships were renewed, especially with the 2nd Parachute Regiment to which the ship is affiliated. While paratroopers spent some time in Dainty, Dainty's men were in the mountains, living under canvas and exercising with the regiment. The ship went alongside in Famagusta. (Surely Dainty is the largest warship ever to have gone alongside in this harbour, which demands a high order of shiphandling.) A party spent a few days skiing in the Troodos mountains, returning to the ship invigorated and sound in limb. Two broken skis were the only casualties. An interpart cross-country race was also held. A hundred competitors took part on a gruelling track under a high sun. Finally the underwater swimmers found some interesting pieces of pottery off the ancient Cyprus town of Salamis.

The ship returned to Malta early in March to take part in a local exercise. The opportunity was taken to say goodbye to the many friends that

had been made in that island before the ship was homeward bound. Dainty arrived in Algiers on March 16 in company with other ships of the Second Destroyer Squadron. Algiers had previously featured in the world's news with its insurgents and barricades. However, if anyone felt the least apprehensive about this visit, such a feeling was soon dispelled. A very friendly atmosphere prevailed, warm hospitality was extended to the Ship's Company, there were visits to places of interest within and outside the town, a dance was laid on by the British community and a heavy sports programme fulfilled. In return a children's party was held in Dainty, and nearly 100 children arrived for pirates, an aerial railway and an enormous tea in the wardroom.

As Dainty passed through the Straits into the Atlantic on the cold drizzly day of March 25 it was perhaps time to take stock of her achievements. She had left the Mediterranean as 1959/60 champions in Surface Gunnery and Bombardment Competitions, winning

Shipwrecked crew became cannibals

THE LOSS OF THE NAUTILUS

Why did the rescue ship turn back?

(BY JACK DUSTY)

THE story of the evacuation of Crete and the tragic loss of the Gloucester and Fiji nearly 20 years ago will probably eclipse for ever many of the other Naval tragedies that have occurred in that part of the Mediterranean, including the loss of His Majesty's Sloop Nautilus in the early hours of the morning of January 5, 1807. The story of this shipwreck, however, is worthy of a better fate, for, in addition to a tale of human endurance second to none, it includes one of the few authenticated cases of cannibalism in the history of the Royal Navy.

the Mediterranean Fleet Curzon-Howe Trophy and the Fisher Cup. In the world of sport the ship's football team won the cup for cruisers and below.

In squadron games her sportsmen have been well represented and her outstanding boxer, M. E. Miller, won his weight in the Med Fleet Novices' Boxing Championship and has since been runner-up in the feather-weight class in the R.N. Open Individual Championships. H.M.S. Dainty had completed the Mediterranean leg of her commission with a record in which officers and men can rightly take pride.

From Gibraltar to Portsmouth the ship battled against some of the heaviest seas encountered during this commission. Soon, however, it was 1030, April 1. D 108 was securing alongside South Slip. Wives, families and sweethearts were waiting on the jetty. Reunion and leave lay ahead.

Nautilus (18 guns) under the command of Cmdr. E. Palmer, Royal Navy, was detached from Sir Thomas Louis' Squadron in the Hellespont on January 3, 1807, to carry important despatches to England. On leaving the Squadron the wind was fresh from the north-east and all went well until the evening of the fourth when the sloop was off the island of Anti Milo: here the pilot they had been employing surrendered his charge as he was ignorant of that part of the coast which they were then approaching.

Nevertheless, in view of the importance of the despatches, Cdr. Palmer decided to press on without waiting to pick up another pilot. He left Anti Milo at sunset on the fourth and shaped his course for Cerigotto, now better known as Anticythera. By midnight the wind had risen to gale force and was accompanied by heavy rain and thunder. The ship was close reefed and a good look-out was kept. Shortly after 0300 on the fifth a brilliant flash of lightning showed the island of Cerigotto dead ahead about a mile distant. The Captain "being sure of his position" ordered all possible sail to be set and went below to study the chart. Hardly had he left the upper deck, however, when there was a cry of "Breakers ahead" and almost immediately the Nautilus took the ground violently.

NOTHING UNTRIED

At first there was a certain amount of confusion but the officers quickly regained control of the men and order was restored so that Lieut. Nesbitt, the senior officer who survived, was later able to write to Lord Collingwood "happy am I to say our gallant crew left nothing untried which we imagined could save us—all cheerfully obeying the orders of the officers."

Shortly after striking the reef, the main deck was burst in and the lee bulwark overwhelmed: seas were breaking heavily over the vessel and the sole chance of safety, and that a very slight one, appeared to be by the boats. Accordingly they were got ready for lowering, but only one, a small whale boat, managed to get clear of the ship, the others being swamped or stove in on the rocks.

After pulling clear, the whale boat with a crew of 10 on board set course for the island of Pauri (Pori), some 12 miles distant, in an attempt to obtain help. Meanwhile, the main, mizzen and foremasts had fallen, fortunately forming a gangway on to the rocks on which the Nautilus had grounded. By this means the ship was abandoned, without further loss of life and the crew huddled together on the rocks with no food and very little clothing.

With the dawn they managed to light a fire with the aid of a small barrel of powder that had been salvaged from the wreck: a tent was built from the sails and clothes were dried. These duties filled the daylight hours of January 5 and the night fell on the small group of men with no sign of help arriving. During the night, however, the fire, which had been kept burning, was observed by the crew of the whale boat, which had managed to reach Pauri. On the morning of the 6th they pulled over to see if they could render any help to the survivors. They were amazed to see so many left on the rocks, but were unable to help much as the castaways' greatest need was water, and Pauri had been found to be very barren with only a little rain water in the holes in the rocks. However, a further 10 men were embarked in the whale boat and the coxswain, a man by the name of George Smith, was instructed to make for Cerigotto to obtain help for the remainder.

LEFT TO THEIR FATE

Unfortunately the wind increased to gale force again shortly after the departure of the boat and by nightfall seas were once more breaking over the rocks. Several men died

during the night from a combination of hunger, cold and thirst. By the morning of the 7th the survivors were in a bad way and saw little hope of rescue until the return of the whale boat, by which time many more would have been dead from exhaustion. Hopes were raised suddenly when a sail was sighted on the horizon: signals of distress were immediately hoisted from a temporary mast that had been set up previously and to everyone's delight the ship bore down on the rocks. A boat was lowered which approached within pistol range, and then to the amazement of all turned round and made back to the ship, which thereupon made sail leaving the crew of the Nautilus to their fate.

Hopes which had been so high were dashed and despair set in. The ravages of thirst now forced some of the weaker characters to drink sea water with the consequent results of madness and in many cases death. So passed the daylight hours of the 7th. By midnight the whale boat returned, but with no means of passing any water through the heavy surf: they brought, however, the welcome news that they had managed to charter a large vessel which should reach the rock by dawn.

Dawn broke and no rescue ship appeared. There had been no food or water now for four days and it was decided that unless some food was eaten all would undoubtedly perish: accordingly a young man, who had died during the night, was chosen as food for the rest, though many had no power left to eat or swallow. In this connection the following remarks made a few years later by a Naval Surgeon are of interest.

"I well remember the melancholy event and particularly from one of the survivors being drafted on board the ship to which I belonged... the poor fellow became my patient: he complained of no pain but that which arose from the horrible recollection of his having tasted human flesh to preserve his life. This preyed so deeply on his mind, that it rendered him incapable of performing any duty, and when I saw him sinking under the heavy load, I felt it my duty to order him to the hospital that he might be invalided and sent home."

By nightfall the Captain and First Lieutenant were among the dead and at dawn on the 9th those left alive determined to make yet another attempt to leave the rock. They decided to build a raft from the wreckage but by now they were so weak that the task proved to be beyond their powers. In the afternoon the whale boat appeared on the scene again with the news that there was no chance of rescue that day as the Greek fishermen refused to put to sea until the weather had moderated.

But the survivors' sufferings were nearly over and on the morning of the 10th, the sixth day on the rocks, they were taken off by four Greek fishing boats, who had put out from the island of Cerigotto. Of her crew of 122, only 64 were saved and this number includes the 20 rescued by the whale boat.

COURT MARTIAL

They eventually reached Malta and a Court Martial was subsequently held at Cadiz to enquire into the loss of the Nautilus and to try Lieut. Nesbitt, the senior surviving officer, and crew. In its findings the Court stated "that the loss of the sloop was occasioned by the Captain's zeal to forward the public despatches, which induced him to run in the dark tempestuous night for the passage between the island of Cerigotto and Candia; but that the sloop passed between Cerigotto and Pauri and was lost on a rock on the South West part of that passage, which rock does not appear to be laid down in Heather's chart, by which the said sloop was navigated."

"That no blame attached to the conduct of Lieut. Nesbitt, or such of the surviving crew of the Nautilus, but that it appears Lieut. Nesbitt and the officers and crew did use every exertion that circumstances could admit."

One might have thought that this tragedy would have cast a blight on the use of the name Nautilus in the Royal Navy, but this was not the case. No fewer than five ships have borne the name since 1807, the last being sold in 1922.



H.M.S. Dainty coming alongside at South Slip Jetty with wives and families waiting



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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Please send full details of the Progressive Savings Scheme

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Training Squadron visits West Indies

MEMORIES OF TROPICAL EVENINGS AND BEAUTIFUL BEACHES

H.M. ships *Venus*, *Urchin* and *Vigilant* have revived the old Training Cruiser habit of visiting the West Indies in the Spring of each year, and a very successful cruise it has been. The long periods of sea in fine weather were good for the training of Cadets and Midshipmen, while the Ship's Company went to work in bare torsos producing an expensive-looking sun-tan.

The Bay of Biscay was rough, seeming to reduce our numbers considerably, but when Gibraltar loomed up we all became real sailors again. The Rock was right up to form as a "rabbit-run" and the Indian traders on Main Street made their usual packet. Purchases were safely stowed away against the time when the Customs and Excise men would cast their appraising eyes, at the end of the cruise, over our triumphant shopping.

NO RAIN FOR A YEAR

An unusual place to visit these days is the Cape Verde Islands which used to be an important coaling station. Now, though Shell and Cable and Wireless have bases there, the British Community numbers only 25 instead of the 200 of former times. The islands have had no rain for over a year, which accounted for the bleak, arid appearance of everything and the poverty of this Portuguese outpost.

MAIN BRACE SPLICED

The long trip across the Atlantic to Barbados was enlivened by a session of inter-ship Tombola for which all our modern scientific means of communication were mobilised; also by the news that Captain (F) had safely become a father for the fourth time, an event celebrated by a few fireworks at dusk. This put us in practice for the birth of the Royal Prince in honour of which, in the vasty deep, *Venus* fired a royal salute and we all spliced the main-brace.

Barbados has become more prosperous than ever in these post-war years, for it is now well known among American and Canadian tourists seeking sunshine away from their own hard winters. This lovely island delights in Naval visitors. The R.N. and M.N. League, organised a dance for us and a beach picnic, both highly successful events, but how could they fail when they provide such charming girls as dance and swim partners?

HOLIDAY WEEK-END

The ships of the Squadron, after days of hard work, went their own ways for a holiday week-end, *Venus*

to Grenada, *Urchin* to St. Vincent and *Vigilant* to St. Lucia. Pooling information afterwards, we found that these rather smaller islands had gone to much trouble to entertain us. Our visits were spiced by the approaching Carnival, a few days before Lent, when the people really let their hair down.

A feature of our Cruise has been the landing of numerous banyan parties. The procedure was to look closely at some lovely small island in the Grenadines, spot a golden beach and send a boat ashore with a score or so of "banyaners" in holiday spirit and attire. They had to make themselves as comfortable as possible for the night, improvising, showing initiative and being good outward-bounders. Though the places were chosen because they looked deserted and free of human habitation, natives seemed to appear from nowhere and proved most friendly, bringing rum and stems of bananas.

That they stole everything in sight is neither here nor there. In this way a Chief Stoker is supposed to have lost his camp bed while he was still sleeping on it.

ROBINSON CRUSOE'S ISLAND

Tobago was to be the ace spot for banyans, particularly as it claims to be Robinson Crusoe's island. Each ship had a beach allocated and competition was keen to build the best camp. Unfortunately choppy seas prevented our landings, so we returned to Grenada instead where Operation Beachball was staged, organised with as much ingenuity as Overlord of Normandy 1944. When the Supreme Commander, Captain (F) went ashore to inspect the beach-head, he found the enemy falling back on all fronts and logistics so good that a rum punch was put into his hand in no time.

Our stay in these paradisaical spots had so far been only a couple of days, but Trinidad where we were to do some self-maintenance was a visit of five days. The Mariners' Club, run by the Missions to Seamen, put on a dance for us each evening where some beautiful friendships began. There were daily bus trips to Marra-

cas Bay which surely has one of the world's finest beaches with a pounding surf, waving palm trees, blue skies, everything to add up to our idea of a Caribbean holiday.

AFTER THE POOLS

Again the long trip across the Atlantic, a brief look in on the Cape Verde for fuel, and then we came alongside at Santa Cruz in the Canaries. No wonder the luxurious cruise liners come here! A free bus trip enabled us to see most of the island of Tenerife and we made up our minds that when our pools come up we shall return to the Canaries as rich tourists.

Occasional games of cricket and football were played against local sides but once again we found that a Squadron side stands a good chance of being beaten. Take the Cape Verde, for example. You would not think that a Portuguese colony could play cricket, yet they trounced our side which contains some likely cricketers and then told us that they had had no chance to play the game for two years and that their side was getting old. Soccer was no better. Our men said they really enjoyed the game—and ran out losers 13 goals to nil.

Perhaps the foregoing will make people think that such a Cruise is all pleasure. This is not so. Our rôle is that of training, and a large amount of training has been done. Yet we hope you will forgive us if our principal memories are of dances on tropical evenings and baths from beautiful beaches.

We say goodbye to *Venus*, for she passes out of the Squadron for a while, and *Roebuck* comes in.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer and Chief Artificer rate:—
To Chief Engineering Mechanic
F. J. Chapman, KX 92554, R. Walker, KX 901085, W. F. Toomer, KX 93848.
To Master-at-Arms
M. Lee, MX 767400.

To Chief Petty Officer
C. C. Elsey, JX 857916, E. E. P. Heather, JX 145534, W. J. Dark, JX 161519, W. Morris, JX 142999, S. W. Jones, JX 154962, S. E. Taylor, JX 154980.

To Acting Chief Mechanic
J. L. Bott, KX 849390, N. A. Payne, KX 803006, F. E. Turner, KX 97845.

To Acting Chief Ordnance Artificer
J. A. Woodley, MX 778191.

To Stores Chief Petty Officer (V)
J. B. Self, MX 58029.

To Stores Chief Petty Officer (S)
W. Calvert, MX 849186.

To Chief Petty Officer Cook (S)
J. Campbell, MX 58776, W. H. Walker, MX 84526.

To Chief Petty Officer Cook (O)
H. Midgley, MX 741419.

To Chief Radio Supervisor
A. H. Coc, JX 371768, G. Dixon, JX 802114, J. W. Edge, JX 371352, C. H. Brown, JX 712064.

To Acting Chief Engine Room Artificer
N. J. Taylor, MX 916885, R. G. Dickie, MX 803672, D. Crossland, MX 916629, D. A. Stannard, MX 842950, G. A. Massey, MX 842926, G. Parris, MX 842933, G. W. Smith, MX 833464, J. I. Hamilton, MX 909761, J. K. West, MX 842948, C. P. Tottle, MX 842954, P. Renn, MX 842937.

To Acting Chief Electrical Artificer
G. V. Cadman, MX 645964, J. C. Davy, MX 857516, H. J. Jude, MX 65329.

To Chief Electrician
E. W. B. Pogson, MX 766499.

To Chief Radio Electrician
A. P. Swann, MX 835064.

To Acting Chief Radio Electrical Artificer
D. A. Verdon, MX 855645.

To Chief Petty Officer Writer
M. J. Gilby, MX 847776.

To Chief Petty Officer Steward
G. K. Wright, LX 778741.

To Sick Berth Chief Petty Officer
A. G. Martin, MX 58955.

To Acting Chief Aircraft Artificer
J. H. Drake, L/FX 669724.

To Chief Air Fitter (AE)
A. Dixon, L/FX 817215, C. J. Hobbs, L/FX 104575.

To Chief Air Fitter (O)
W. Staple, L/FX 837019.

To Acting Chief Aircraft Mechanician
P. J. T. Warren, L/FX 789976.

To Acting Chief Electrical Artificer (Air)
G. A. Baldwin, L/FX 668538.

To Chief Radio Electrician (Air)
A. C. B. Vertue, L/FX 850065.

To Chief Electrician (Air)
T. Noble, L/FX 817130.

To Chief Airman (AH)
D. B. Williams, L/FX 729350.

To Chief Wren (Stores (V))
H. H. Fowler, 22526.

The Duke of Edinburgh visited Malta last month as Captain-General of the Royal Marines. During his visit a large-scale amphibious exercise took place. The "Commando Carrier," H.M.S. *Bulwark*, took part in the exercise.

H.M.S. *Dainty* sailed from Portsmouth on April 28 for a Fishery Protection patrol.

In the air and under-water activities at Abbotsinch

N O. 663 Gliding School was recently officially opened by the Commandant Air Training Corps (Scotland), Air Vice-Marshal A. D. Selway, C.B., D.F.C.

It was planned that the Commandant should arrive by helicopter from R.A.F. Turnhouse, inspect the guard of honour provided by the Dumfries Wing of the Air Training Corps, followed by an inspection of the Gliding Course Cadets and Instructors, and that Captain D. A. Williams, D.S.O., R.N., the Commanding Officer, R.N.A.S. Abbotsinch, should then be launched in a Sedburgh Glider to officially open the school.

Due to the inclement weather, this programme was cancelled. The Commandant arrived by road and the inspection had to take place in a hangar specially cleared for the purpose.

The object of the school is to provide glider training to Air Training Corps Cadets up to "B" Licence standard, which covers training up to solo flying standard and the completion of solo flights.

No. 661 school who normally operate from R.A.F. Turnhouse have been experiencing some difficulties lately and have temporarily transferred their operations to Abbotsinch, with the result that on Sundays the air space above Abbotsinch is full of gliders. The two schools have four winches, four 30 cwt. trucks and six gliders of the Sedburgh, Slingsby Mark III and Kirby Cadet types.

The schools are delighted with the accommodation available at Abbotsinch. They occupy one-third of a hangar together with all the hangar offices which they use as crew rooms, lecture rooms and stores.

At present the schools only operate on Sundays, but shortly will operate Saturday afternoons as well, together with a summer camp of two week's duration.

SUB AQUA ACTIVITIES

With a growing interest in sub-

aqua activities, underwater swimming is fast becoming one of the most prominent activities of the EXPED. organisation in R.N. Air Station, Abbotsinch.

In this country, the British Sub Aqua Club has led the way in club training programmes, and the same training methods have been adopted by Abbotsinch, along with all the other major clubs in the country. The training is based on "watermanship" and the first three tests are pure swimming tests, using mask and fins for the last two only. Such training and tests ensure that in the event of equipment failure, or some untoward incident, the person involved has the ability and confidence to complete the dive or swim without loss of life or valuable equipment.

It is hoped to have the use of a deep static water tank in the near future, but in the meantime Abbotsinch shares the Paisley Baths with the local branch of the Scottish Sub Aqua Club. During the coming year, an effort will be made to attempt advanced diving expeditions to known wrecks, using the Station's M.F.V.

FILM RELEASES

"Tommy The Toreador" (Colour) Comedy Extravaganza, Tommy Steele, Janet Munro, Sidney James. "Horse Soldiers" (Colour) Civil War Melodrama, John Wayne, William Holden, Constance Towers. "Follow A Star" Comedy with Songs, Norman Wisdom, June Laverick, Jerry Desmond. "The Strangers of Bombay" (CinemaScope) Horrific Adventure Melodrama, Guy Rolfe, Alan Cuthbertson, Jan Holden. "Sink The Bismarck" (CinemaScope) Naval War Melodrama, Kenneth More, Dana Wynter, Karel Stepanek. "Two-Way Stretch" Prison Burlesque, Peter Sellers, Wilfrid Hyde White, Liz Fraser. "North West Frontier" (Colour) Adventure Melodrama, Kenneth More, Lauren Bacall, Herbert Lom. "The Nun's Story" (Colour) Religious Drama, Audrey Hepburn, Edith Evans, Peter Finch.

WINDMILL LOVELY



Vivacious 17-year-old Windmill Girl Lucy Winters, as she appeared in a recent production at the Windmill Theatre. She has grey eyes and copper-coloured hair and her measurements are 35-in., 24-in., 35-in.

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Shipmates Bartlett, Gaw, Paton, Maxwell, Henderson, Simms, Ruddy, McCann, Jamieson, and Arneill admiring plaque presented by Belfast Branch of the Burma Star Association. (Photo—Belfast Telegraph.)

Help by headquarters' shipmates earns Belfast's thanks

DEATH OF POPULAR MEMBER

A PLEASING little ceremony took place recently at the Headquarters of the Belfast branch of the Royal Naval Association when members of the local Burma Star Association presented to the Belfast shipmates a plaque to mark the friendly relations between the two branches.

An example of the practical way in which one branch can help shipmates of another is revealed by the thanks the Belfast shipmates have expressed to the Secretary to the Council, Shipmate Lieut.-Cdr. Maskell, and Shipmate Wheeler, for their interest and sympathy for a Belfast shipmate and his wife. The nine-year-old son of Shipmate Logan has been in the Westminster Hospital for the past months and the help of the two mentioned above, together with the friendly approach of shipmates at Headquarters, has been much appreciated by all at Belfast.

Branch affairs are progressing satisfactorily under the direction of Shipmate Secretary T. Brown, and, with the re-decoration of, and modifications to, the branch headquarters, it is hoped that 55a Great Victoria Street, will prove even more attractive to shipmates and all belonging to H.M. Ships visiting the port.

The death of Shipmate Capt. (S) Oliver McCutcheon, V.R.D., has been reported and many who knew him will join the Belfast shipmates in mourning the passing of this valuable and popular shipmate. The Association can ill afford to lose men of his calibre.

"Jackie" Hamilton, well known among the followers of the oval ball, has resigned his office as secretary to the Northern Ireland Rugby Association, and his many friends wish him a well-deserved retirement.

When sailors get together

KINGSTON MEMBERS TALK OF THE PAST

TONGUES were loosened and memories came flooding back as tales of the old days were told after a meeting of the Kingston and District branch of the Royal Naval Association the other evening.

Who started it? Was it Shipmate Bill Downer with his "When I came home during the war..."? (He was one of the "girls" from Roedean, Brighton.) Or was it Shipmate George Burbidge who joined the branch in 1935 and received badge No. 13? Whoever it was a most interesting exchange of memories took place.

Kingston branch was formed in July, 1935, with headquarters at the Royal Oak, Richmond Road, Kingston, the founder being a retired Naval schoolmaster, Shipmate F. Lord. He has now gone aloft together with other founder year members, shipmates G. Harris, No. 2, W. Heath, No. 4, L. H. Coombs, No. 6, Jack Towner, No. 7, F. Crossbie, No. 10 and A. Evans, No. 12.

Number 13 may be unlucky for some but not for Shipmate Burbidge. He was recalled to the service in 1939 and came through to rejoin the branch at the Civil Defence Headquarters, Ceres Road, Kingston, where Shipmate the late George Bonsey had the branch moored after being bombed from pillar to post. The only record salvaged was the initial members entry ledger.

Former Chairman Shipmate Bill Downer's reminiscences took him back to the Sunday mornings when he used to find George Bonsey holding "mess meeting" in the Barley Mow. Bill Downer spoke of the time when the branch was over two hundred strong and needed seven coaches and seventeen cars to take the members to a Jutland Rally and when the branch had its own dance band led by Shipmate Reg Panthorn, with Shipmate "Tarpot" Stevens on the drums. The social secretary was Shipmate Bill Hollidge and the president of the branch was Cdr. Varley, the inventor of the Varley valve fitted in midge submarines. He was welcomed back in 1947 by the mayors of Kingston and Surbiton and by the Steadfast Band of the Sea Cadets.

CHILDREN OF THE BRANCH

Branch members in those days came from as far afield as Staines, Mortlake, Addlestone, Molesey, Hampton, Hanwell, Wimbledon, Sutton, Cheam, Epsom, Ewell, Twickenham and Richmond. Kingston could be the mother and father of any of these branches and so those

Ladies' section provide for future

OUR correspondent in the Doncaster branch of the Royal Naval Association reports that branch matters are proceeding on an even keel, all members lending their weight to the oars.

Welfare and social activities are most active and play a predominant part in the general activities.

On Sunday, March 20, 12 members attended the dedication of the Standard of the Bradford branch of the Royal Marine Association and those who attended reported that the ceremony, organisation and hospitality were first class.

Some Doncaster shipmates were present at the first annual dinner of the Barnsley branch and enjoyed a really good dinner and entertainment.

LADIES SECTION

The very important Ladies Section of the organisation is now back to full strength now that four of the members have done their duty towards the R.N. and W.R.N.S. of the future. Three boys and one girl were the sum total of their efforts. Congratulations to the lucky parents.

The ladies have enjoyed a most successful season financially and their efforts have brought in a more than welcome contribution to the general branch funds. As a reward for their efforts they propose to spend a long week-end in "The Smoke" later in the year.

WELFARE SECTION

The welfare section has been most active this year. The cases reported to the welfare representative varied

from the more simple cases of unemployment needs, through sickness cases, to pension queries. In all instances the cases were brought to a satisfactory conclusion.

Despite the somewhat limited resources of the branch, a considerable amount was disbursed on welfare—a considerable sum being voluntary contributions from members to the "Good Samaritan" box.

RIFLE CLUB

After their well-earned promotion to a higher league last season the section finished fifth in the new league. A very noteworthy effort although the club secretary suggests that it may have done better still had match cards been shot off before the bar opened. This suggestion was countered by one of the leading lights who claims that the only way he can score a maximum is to wait until he can see three targets and then aim at the middle one.

SOCIAL SECTION

The social section is an extremely busy one, what with indoor games, challenge matches, entertainments at official functions, children's summer outing, annual dinner, etc. Friday nights are becoming widely known in the district and this, in turn, is tending to increase branch membership. The facilities enjoyed are due to the generosity of the branch hosts, the Queen's Own Yorkshire Dragoons and it is felt that these excellent facilities have contributed in no small way to the success.

Herts branch lose two stalwarts

The Herts Branch of the Royal Naval Association has suffered a great loss by the death of two shipmates.

The Branch Chairman, Shipmate J. F. W. Charles passed away on April 10, at the age of 69 years.

Shipmate Charles entered the Royal Navy in 1907 and served until his retirement as Chief E.R.A. in 1931. He was re-called for service during the Second World War, during which time he became a prisoner of war in Japanese hands.

He was a founder member of Herts Branch, and for several years he was Vice-Chairman, but at the Annual General Meeting this year he was elected as Branch Chairman.

The R.N.A. was Shipmate Charles' main interest, and the loss of a grand "Skipper" is mourned by the branch.

The branch is also deeply grieved by the passing away of its Branch Standard Bearer, Shipmate J. S. Wilson, D.S.M., at the early age of 54 years, on April 11.

AWARDED D.S.M.

"Tug" as he was affectionately known by shipmates, entered the Royal Navy in 1924 and served for 12 years. He was recalled for service at the outbreak of the Second World War and whilst serving in H.M.S. Mignonne, as a stoker petty-officer was awarded the D.S.M.

Shipmate Wilson had been Branch Standard Bearer since 1947 and also served on the Branch Main Committee. He was an "ever present" and a familiar figure on ceremonial occasions.

As a typical Shipmate, "Tug" will be greatly missed, but his outstanding devotion to the R.N.A. will be remembered with gratitude.

Both Shipmates Charles and Wilson were laid to rest on the same day, and a number of Herts Branch shipmates attended the funeral services.

Foundations were well and truly laid

THE founder members of the Newton Abbot branch of the Royal Naval Association have reason to be proud of the way they laid the foundations of their branch, for, formed in 1957 with 40 members, it has now 110.

The branch held its third annual dinner and dance on March 26 when 88 members, wives and friends were present.

The toast to the association was proposed by Mrs. W. R. Gilbert, deputising for her husband, Cdr. Gilbert, who was indisposed and the president of the branch, Capt. E. C. Fenton, R.N.

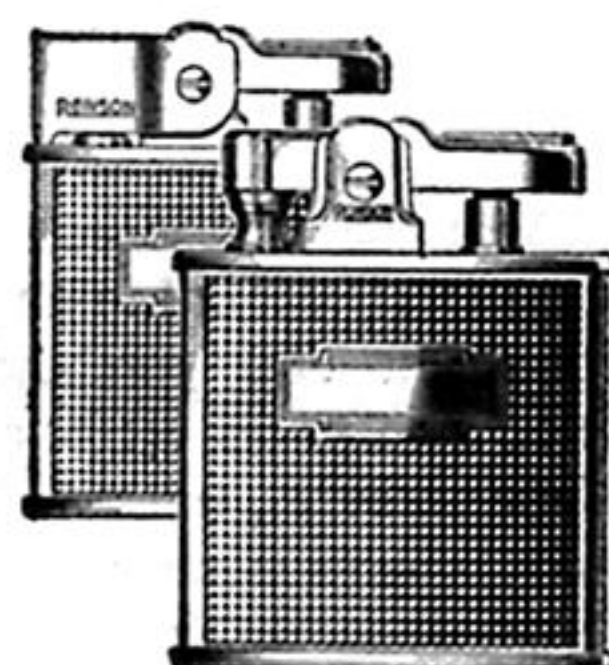
(ret.), who responded, referred to the importance of the association.

The toast to the visitors was proposed by the branch chairman, Shipmate W. G. Langridge and in replying Mr. H. H. Gribbon, vice-chairman of Newton Abbot Urban Council, deputising for the chairman Mr. A. H. W. Edworthy who was sick, wished the association every success.

After the dinner there was dancing to the music of Peter Winsor's orchestra.

The branch is holding a car treasure hunt on the afternoon of May 21 and on Friday evening, June 24, the Royal Marine Volunteer Cadets Parents' Association from Plymouth, about 40 members are expected, are paying the branch a social visit.

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Portsmouth takes up the challenge

NINETY-FIVE AND STILL RUNS FOR THE BUS NEW LIFE MEMBERS

MEMBERS of the Portsmouth branch of the Royal Naval Association have been rather interested to read in the last few issues of the NAVY NEWS of claims by branches at having the oldest member (in age) in their branch, and now they have staked their claim.

The Portsmouth shipmate concerned is Shipmate L. Richardson who will be celebrating his 95th birthday in August this year, and a very sprightly 95 he is too. To see him running for a bus after watching a football match does not mean that he has been anxious to get quickly away after a disappointing match, but simply that he does not remember his age.

"Ritchie" never misses a fortnightly meeting, either winter or summer, and most times when there is a parade he will be found somewhere in it marching along. He has never yet been known to miss a Remembrance Sunday Parade at the Naval War Memorial and as those who know Portsmouth will remember, half past nine on Southsea Front in November can be far from comfortable.

It is to be hoped that Shipmate Richardson will be setting this good example for many more years.

It would be interesting to hear of some more of these good old shipmates.

LIFE MEMBERS

During the past few months Portsmouth has had the pleasure of the company of the Commander-in-Chief, Portsmouth (Admiral Sir Manley Power), the Admiral Superintendent (Rear-Admiral J. H. Unwin), and the Commodore of the Royal Naval Barracks, the Viscount Kelburn on separate nights at their meetings.

As a result the branch is proud to be able to name them as shipmates because they did the branch honour by becoming life members.

With the year well under way the newly formed committee has got into its stride and arrangements of both Association and Club activities for the year are going well. Specially active is the entertainment committee who have already been doing a great job since they took office and who plan better things to come during the year. A "Black and White" show was put on for the Easter period.

The branch deeply regrets the passing of a very well-known shipmate—one who must have been well

known to many visitors from other branches. Shipmate Vic Hebdon died suddenly on February 21 at the early age of 34.

He will be remembered by Portsmouth for his services on the committee and in the entertainment field. Victor Hebdon was in all the club shows. He was a great comedian and during the past year a great producer too.

With the coming of the better weather and lighter evenings, the Portsmouth shipmates look forward to seeing many old faces during branch visits to the sunny south. Branches who propose to visit Portsmouth should drop a line to the secretary so that the entertainment committee can fix something up for them during the visit.

OLD FRIEND SOUGHT

Shipmate H. C. Stephenson, president of the Doncaster branch of the Royal Naval Association has asked for the assistance of NAVY NEWS in tracing an old friend of his who was invalided from the Service in 1947.

Anyone having any knowledge of ex-seaman P.O. Cyril ("Oosh") Wood, L.R.I. P/JX155—, should communicate with Shipmate Stephenson, 47 Morley Road, Doncaster. Mr. Wood's last known address was Sherborne Cottages, Dorking.

BACK ON THE LADDER

Full programme for Cheam and Worcester Park

IT is about time that I hoisted my pendants again or my branch will be screwing my tail!

Since the branch had its little setback last September we have made great strides and have climbed back up the ladder and, once again, we are enjoying well-attended meetings every Friday and very happy meetings too.

LADY MEMBERS

Our publicity drive, which our publicity officer put so much work into, has not, up to the moment, produced the desired effect. We have had one new shipmate and two ex-Wrens who are joining as full members. I am awaiting the result of having two ladies as full members. I feel it will have a great influence on us all.

We found bar extensions at our monthly branch dances a very good thing—both socially and financially. The last two were extremely success-

ful. Alas, we have been refused an extension for the last dance of the season which is a great pity as we have invited a couple of branches along.

The annual Dinner and Dance was the most successful we have ever had. The mayor and mayoress attended, as did our president, Richard Sharples, M.P., and his wife. The two vice-presidents, Alderman W. L. Hasted, J.P., and Norman Joseph, C.B.E., were also present.

The branch is very fortunate in its ex-officio officers. They are most generous benefactors to the branch and all three take a very keen interest in all its activities, and take part in branch life as much as their public duties will allow them to.

Cheam and Worcester Park would like to congratulate Whitstable on winning the Don Murray Cup for the second year running. Congratulations, too, to Sevenoaks on being runners-up.

SOCIAL ACTIVITIES

We are looking forward to a full and successful year in the social field and once again we hope to enjoy the hospitality of Eastbourne on the occasion of our annual outing on June 26. Unfortunately this clashes with Whitstable Dedication.

We have a very worthy delegate attending the Annual Conference in the person of Shipmate Cort. He is a great branch worker as treasurer and area delegate and he does good work supporting the hard working social secretary at dances.

The success of all our social events goes in no small measure to the social secretary, Shipmate Vic Stanton who is ably supported by his better half. His (and her) sterling efforts are greatly appreciated.

A party from this branch will be attending the Jutland Rally and hope to enjoy the hospitality of the Chatham Gunnery Instructors.

The summer months are usually a close season for social events but at Cheam we like to keep them going, hence a Flannel Dance in July with bar extension. The date will be published later.

The social secretary asks me to say that the branch would like plenty of warning when invitations are sent to the branch from other branches. Coaches are in great demand during the summer months and it takes a little time to get organised.

PAT COE

SOCIAL ACTIVITIES AT DORKING

OUR correspondent from the Dorking branch of the Royal Naval Association reports that the promise of fine weather ahead has been conducive to the social activities.

Visits to Twickenham and Purley are on the list of forthcoming events and members are hoping that the shipmate who organised the successful Summer Children's Outing last year can be induced to arrange one again this year.

The branch will be supporting the dedication of the local British Legion on June 12.

The Social Secretary reports that the monthly dances have been quite a success throughout the season and no more will be held until the autumn.

It is hoped that the activities within the branch will enable it to help the Kitchener Homes at Lowestoft.

Club was not large enough for Hanworth Dinner

AS the numbers wishing to attend the 22nd anniversary dinner and dance of the Hanworth branch of the Royal Naval Association on April 19 were too many for the club headquarters, the function was held at the Village Hall.

One hundred and thirty-five sat down to dinner—the principal guests being Councillor E. J. Pauling, Chairman of the Council and Mr. Hunter, M.P.

The president of the branch, Shipmate Lieut.-Cdr. McCabe was pleased to announce that the secretary, Shipmate George Hills had been made a life member of the Association as a token of appreciation for the many years' hard work he had put in for the branch, the club and the association.

NEW SITE

The Chairman of the Council said that the Hanworth branch of the association had always responded to requests from the Council and had been very helpful. This in turn had made them many friends who would support the application for a new site for the club and headquarters with the development of the old Air Park where the present club stands.

The branch chairman's daughter, Coral Langford, presented a bouquet to Mrs. Pauling.

It is hoped to meet many shipmates at Chatham on Whitsunday for what is expected to be the last "Jutland Rally" to be held in the barracks which has so many memories for those of the Chatham Division.

Land, building but could not get permission

PORTLAND'S DILEMMA

THERE have been some "ups and downs" since news of the Portland branch of the Royal Naval Association appeared in these columns, but the branch is now once again on an even keel.

It had been hoped that Portland would have had its own headquarters by now but unfortunately things have not gone smoothly. The Admiralty gave the branch a nice plot of land, funds rolled in and the branch purchased an ex-army building.

Plans were drawn up and submitted and the local council gave its blessing but the (town and country) planners' proved an obstacle which could be overcome. Building on that plot of land was stopped for all time.

This was indeed a setback—a plot of land, a building laying in sections on the ground completely useless to the branch, and no permission to proceed.

The building had to be sold resulting in a loss to the Portland shipmates of over £100.

Members and ladies, however, rallied round and with coach drives, jumble sales, socials and the like the branch is now once again "out of the red."

The monthly meetings are still being held at the Portland Arms in Fortuneswell on the first Thursday of each month.

Owing to ill health Capt. McLennon has had to give up the presidency of the branch although he is still attending all our meetings to give advice and guidance. The new president is Lieut. Heron.

The Portland shipmates extend a hearty welcome to shipmates and their families visiting that part of the country and if any are going to the Portland Navy Days at Whitsun, the social secretary reminds them that the branch is holding a social and dance at the Masonic Hall, Portland Square, and they should contact him and finish off the day's visit properly.

The branch "scribe" says "Don't get the idea that because Portland Dockyard closed as such that it is all quiet here. As a Naval Base Portland is busier than ever and visitors can be sure of seeing the latest ships and all the displays that go to make a good, interesting "Navy Days."

There is to be another social and dance on June 4.

In concluding his report the Portland correspondent suggests a five minute walk on the common with a view of all the ships in the harbour—not forgetting the Borstal Institute and Verne Prison—which might remind the visitor of the times he was "not found out."

The branch is making a trip to Plymouth for the Conference and the ladies are going for the shopping.

OVER ONE HUNDRED AT LEAMINGTON DINNER

THE annual dinner of the Royal Leamington Spa branch was held in the Manor House Hotel, and was attended by over 100 shipmates and their friends and relations.

The Guest of Honour was Vice-Admiral T. B. Drew, C.B., C.V.O., R.N., a vice-president of the Association, who proposed the toast of the branch, to which the branch president, Capt. C. A. N. Chatwin, D.S.O., R.N., responded.

The other guests included: The Rev. J. C. Dunham, M.A., Branch Hon. Chaplain; Shipmaid Nell Fletcher, an associate member who has greatly helped the branch with catering for various social events, the Children's Christmas Party chief amongst them; Mr. J. Tilley, the chairman of Leamington Boys' Club management committee, who works with the branch every year on the Whitsun Fete; an officer of the local Sea Cadet Corps, Shipmate J. Wark, chairman of No. 8 Area, R.N.A.; members of local Associations and the local press.

Amongst those present were so many familiar faces from other branches in the Area that it almost resembled an Area gathering, and a wonderful sense of comradeship helped to make a most enjoyable evening.

The social secretary, Shipmate Harry Finch performed a grand duty as toast master and the Branch chairman, Shipmate G. Beckford, proposed the Loyal Toast and read telegrams from Her Majesty The Queen, the general secretary of the Association, and vice-president R. C. Pullin, J.P., who had been prevented by illness from attending.

After the dinner there was dancing to the Frank Rawlings Trio, and the fun was fast and furious.

It was another grand event in the history of the branch, and a credit to the little sub-committee of three: Shipmates Beckford, Lewis and Finch who organised it.

Petty Officer "Jim" Coates captained Kingstonian in the F.A. Amateur Cup final at Wembley on April 23. Hendon won 2—1.

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Nore Command rifle and revolver club shuts down A LONG AND SUCCESSFUL EXISTENCE

AFTER a long and successful career in the shooting world the Nore Command Rifle and Revolver Club has closed.

During its existence its members have won every trophy offered at Bisley for general competitions, winning many of them several times.

Many illustrious names in shooting have been numbered amongst its ranks. To name a few: Lieut. Swire, who won the Queen Mary three times and represented England in the Olympic Games of 1948 and 1952; Pat Dorling; Lieut.-Cdr. "Bonzo" Mole; Sub-Lieut. M. L. Johnson, and one who many class as the greatest shot the country ever produced, C.P.O. F. E. Morton, G.I., the only man ever to win the four Gold Medals; The Grand Aggregate, Service Rifle Aggregate, Revolver Gold Medal and Revolver Gold Badge. He also reached the highest position of the Navy in "The Hundred" by coming third.

In 1959, the final year at Bisley, the team, although weakened by many of its top line shots being drafted to other Commands, did very well, winning amongst other events, The National LMG Cup and The Cheyemore Trophy.

The Club had a thriving .22 side and has done well over the years, the highlight being the annual match against W. H. Smith & Sons in London, an association of 30 years.

In the N.S.R.A. and N.R.A. 1959 Marksman Badge competitions, excellent results were obtained in which the Nore Command won the N.S.R.A. National Roll of Marksman Shield "A," the first Naval Club to do so since the Shield was first awarded in 1908.

The W.R.N.S. also took a healthy interest in .22 and although their numbers are small sprang a surprise when asked to take part in the Ports-

(Continued in column 2)



Commodore L. W. L. Argles, D.S.C., of R.N. Barracks, Chatham with the successful award winners of the Club. In the foreground is the National Roll of Marksman Shield "A." (Photo.—Pembroke Studios.)

Yacht will sail 5,500 miles before returning to Portsmouth

THE 12-ton, sloop-rigged, ocean racer Belmore, lent to the R.N. Sailing Association by Mr. T. W. M. Steele, a farmer of Upham, near Southampton, left H.M.S. Vernon on April 30 for the first stage of her journey to America to compete in the 635-mile Bermuda race and afterwards the Transatlantic race.

Belmore is to be manned for the races by a Naval and Marine crew skippered by Cdr. Erroll Bruce, R.N., of Lymington. The other members are Capt. G. N. Wheatley, R.M., of Lymington, Devon; Lieut. M. G. C. Tanner, R.N., of Newton Abbot; Lieut. P. M. S. Pafford, R.N., of Alverstoke; Lieut. J. T. F. Sex, R.N., of Send, Woking, and Petty

(Continued from column 1) mouth Command W.R.N.S. Postal League by being unbeaten and obtaining the highest average.

At the annual presentation of .22 awards the Club Championship was won by C.P.O. E. G. Fraser, G.I.

Officer J. R. Mullender, of Winchester. The Belmore sailed from Portsmouth to Victoria Docks, London, where she is being shipped to Bermuda. She arrives there on May 20 and the following week sails for New London, Connecticut, the following week.

The first 200 miles of the Bermuda race are across the open waters of the North Atlantic, where fog is often experienced in mid-summer, and next follows 160 miles of the Gulf Stream with its variable current and squally weather conditions. Finally, a landfall must be made on the low, reef-strewn island of Bermuda. The race is held every two years and is expected to attract at least 150 starters this year.

The Transatlantic race, organised by the Royal Swedish Yacht Club, is a 3,500-mile race across the North Atlantic from Bermuda to the Skaw lightship off the north-east tip of Denmark. It is expected that there will be some 20 other competitors.

By the time that Belmore arrives back in Portsmouth in early August she will have covered more than 5,500 miles, mostly under racing conditions.

STRIKING IMPROVEMENT BY HASLAR'S BASKETBALLERS

THE Haslar Basketball Club was first formed in September, 1958, at the start of the 1958/59 season, by a few keen but inexperienced players who practised with a football in a converted hospital ward. Only one out of the original members had ever played in competitive basketball before—the remainder had only taken part in makeshift games with very few rules.

The Club's first season was, as can be expected, a very demoralising one. Out of a total of 26 games played, only four were won, and they did not come till the very end of the season. Not only were defeats a regular occurrence but in several games the team were completely annihilated, the most noted result being the defeat by H.M.S. Collingwood "A" Team 132—7. (In this game Collingwood set up a new record for the Portsmouth & District League.)

The club finished up the season with the following aggregates:— Played 26, won 4, Lost 22, Pts. For 652, Pts. Agst. 1,297. Top scorers for the Club were:— M. Stretton 226 in 22 games, R. Jewitt 113 in 22 games, G. George 96 in 20 games.

This season, however, the Club has fared much better. The local league was divided into two divisions and therefore the team did not have to face the stronger opposition of last season's one league.

Unfortunately the Club has been very hard hit by injuries and sickness

this season but even so have managed to hold their own. To date 16 out of 31 games have been won with an aggregate of 1,013 points for and 892 against. Top scorers have remained as for last season:— M. Stretton 519 in 29 games, R. Jewitt 135 in 16 games, G. George 112 in 20 games.

The majority of lost matches have been very hard fought battles and have only been decided by one or two baskets. Among these have been the final of the Portsmouth Command Plate Competition in which the Club were narrowly defeated by Portland Naval Base 29—26.

A noteworthy achievement this season was the Club Captain, Sick Berth Attendant M. Stretton, being selected to represent the Portsmouth Naval Command for which he has received his Command Colours. Next season the Club is hoping to see more representatives.

In the meantime the membership has increased and a "B" team has been formed which is hoped to be entered in the league next season.



HASLAR BASKETBALL "A" TEAM

Back Row: R. Arnold (scorer), W. A. Maguire, J. Nash, C. Liggins, S. Hodgson, W. Eley.

Sitting: G. George, W/M Sub-Lieut. Vaughan, M. Stretton (Captain), S.B.C.P. O. Terry, R. Jewitt.

Sitting on grass: S. Ray, J. Dougherty.

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Sailor Cyclists Chose the Open Road

GAVE PARIS A MISS

WHICH do you think a sailor would prefer—riding a bike or a trip to Paris?

Strange to say, ten members of the crew of H.M.S. Hermes chose the bike ride when Britain's latest aircraft carrier visited Le Havre at the end of March.

Six solo machines and two tandems followed a wandering course along the lanes of Normandy through Etretat and Fecamp, of Benedictine fame, up the steepest hill imaginable to come to rest for the night at the little village of St. Pierre en Port, and the first taste of French cooking and wine.

Next day produced quite a few versions of the right road to take but somehow the cyclists all arrived first at St. Valery, a town of war scars, and then at Duodeville.

One primus stove, a pile of tins from the victualling department and two long loaves of bread provided a feast to satisfy the hungry and enough



The cycling party from H.M.S. Hermes at Le Havre.

energy to cover the remaining kilometres to Lillebonne.

After much explaining the party managed to convince the Madame that it really did want beds for ten for the night and so another day ended but not before the younger members of the party had made the locals revise their opinions of the restrained Britisher.

The last day was a sad one as all that remained of the trip was a morning ride alongside the Seine, under the brand new suspension bridge across the river at Tancarville, the longest span in Europe and a breathtaking sight, into Le Havre and an unscheduled tour of the Docks before getting back on board in time to take over the afternoon watch.

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THE finest handy book on flags which has come to my notice is *The Observer's Book of Flags*, I. O. Evans, F.R.G.S., and published by Frederick Warne & Co. Ltd. (5s.).

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The Royal Navy hockey team which played the last inter-Service hockey match on the new Command ground (Photo: Pembroke Studios.)

ROYAL AIR FORCE WIN INTER-SERVICE HOCKEY

Royal Navy hold Army to a draw

THE Inter-Service Hockey Championship for the 1959/1960 season was won by the Royal Air Force. The R.A.F. side beat the Army 1-0 and the Royal Navy 4-1.

WOMEN'S NETBALL CHAMPIONSHIPS—COMMAND AND INTER-SERVICE

The R.N. Women's netball championships took place recently in the gymnasium, R.N. Barracks, Portsmouth. The various command teams were fairly evenly matched and some exciting games were played.

Portsmouth had the stronger side winning all their matches and the championship, for the first time for five years, taking the cup from the holders, Air Command, who were second with two wins.

Nore Command were third with one win and Plymouth failed to win any games.

The Inter-Service Netball Championships took place at Aldershot on March 28, when the Army were host Service. The W.R.N.S. did not shine in these championships and were relegated to third position; first and second position being taken by the W.R.A.F. and W.R.A.C. respectively.

In the Royal Navy match against the Army, played on March 23 at Chatham, the Royal Navy were close to victory and a win would have been a fitting farewell to the Nore Command Ground. The Navy was the first to score and during the first half a triumph seemed almost certain. During the second half, however, the team's striking power declined and with less than 10 minutes to go the Army scored an equalising goal.

The Army was heard to comment that this was the best Navy team they had played against for years.

In the match against the Royal Air Force at Uxbridge, the Royal Navy's tactics were to score a number of goals in the early phases of the game before the more experienced R.A.F. side had time to assess the Navy's possible weakness. This policy almost paid off.

For the first third of the match the Navy XI were quicker on the ball, more accurate in their passing, and more direct in their methods, but gradually the R.A.F. inside forwards of Dooty, Nugent (Great Britain 1952) and Scott (Great Britain 1956 and 1960) began to assert themselves with their Indian style of game and show what a great trio they are. They were taking a quarter of a chance and

scoring, the Royal Navy failing from half a chance.

The Royal Navy XI of 1959/60 had an average age much younger than for many years past and many younger players had their first introduction to first-class hockey. All the newcomers acquitted themselves extremely well and should, if they continue to improve their hockey skills, as the R.A.F. have done, form the nucleus of a side which could acquit itself well in the years to come. The team owed much to its fine team spirit built up under the steady leadership of Lieut. Brewster (R.N.E.C.), ably and loyally supported on and off the field by the senior Navy players, Lieut.-Cdr. Hamlyn, MacDonald and Barclay-Brown.

SIX-A-SIDE HOCKEY AT CHATHAM

A "SIX-A-SIDE" competition was held on March 16, at the Nore Command ground, Chatham, and was enjoyed by players and spectators alike.

Twelve teams entered and were as follows: Shore Establishments—H.M.S. Ganges, R.N. Barracks, Chatham (three teams), R.N. Supply School, Royal Marines, Deal, P.R.O.R.M. Ships in the Dockyard: H.M.S. Hartland Point, H.M.S. Blackpool, H.M.S. Neptune and H.M.S. Jaguar.

The standard of hockey was quite good and any lack of skill was replaced by enthusiasm.

The four semi-finalists were Royal Naval College, Greenwich, H.M.S. Ganges, R.N. Barracks "A," and the surprise team of the competition, H.M.S. Neptune. Greenwich and Neptune won through to the final, and after a very exciting match Greenwich won by one goal, one corner to Neptune's one goal.

The prizes were presented to the weary Greenwich team by Admiral Sir Robin Durnford-Slater, K.C.B., the Commander-in-Chief, The Nore.

In the dog house

I DON'T suppose there is a matelot who can honestly say that he has never been in the "dog house"—married variety especially. And how many times have we decided that a sailor's life is a dog's life? On the other hand, of course, it's just possible that the dog, shaggy or otherwise, wouldn't change places with Jack anyway.

It's surprising how aristocratic Jack is these days when it comes to buying a dog for a pet. Quite often the dog chosen has such high breeding that if it could talk, it wouldn't speak to any of us. Unfortunately, the dog cannot speak, and therefore it can't tell Jack how it should be cared for. Don't forget that some high bred dogs are very particular about what they eat—and just because his master is very keen on tripe and onions, it doesn't necessarily follow that little Bonzo will thrive on it.

Thinking along these lines, a group of keen dog owners, met on Wednesday, March 2, and decided to form a Kennel Association with a view to promoting an interest in thoroughbred dogs.

The Secretary of the Association is Sick Berth P.O. R. S. Liptrot, of R.N. Hospital, Haslar, whose home address is 22 Mayfield Close, Red Lion Estate, Stubbington.

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